Feb. 27th—March 5th, 1986, No. 8 75¢

THE Fisherman

LONG ISLAND, METROPOLITAN NEW YORK EDITION

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ISLIP NY 11751

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Early Flounder
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Bugs For Codfishing
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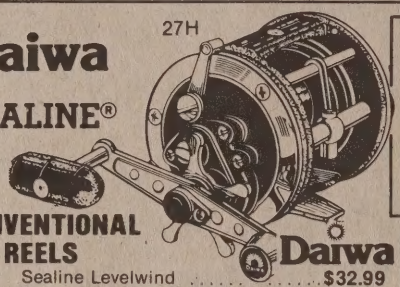

CONVENTIONAL REELS

27H	Sealine Levelwind	$32.99
30H	Sealine 3.8 Gear Ratio	$32.99
30HS	Sealine High Speed 5.1	$35.99
47HS	Sealine Levelwind	$36.99
50H	Sealine Jigging	$33.99
300H	Sealine 3.7 Gear Ratio	$45.99
350H	Sealine 3.7 Gear Ratio	$47.99
400H	Sealine Blue Fish Special	$53.99
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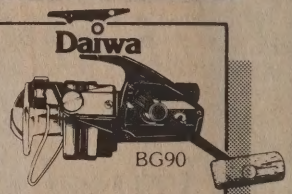
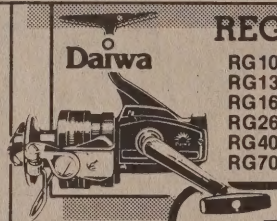
3RM	Millionaire Bait Cast	$31.99
3HM	Millionaire Bait Cast	$32.99

BLACK GOLD SPINNING REEL



BG10	Black Gold UL 5.4 Gear Ratio	$39.99
BG13	Black Gold ML 5.1 Gear Ratio	$38.99
BG15	Black Gold M 5.1 Gear Ratio	$39.99
BG20	Black Gold MH 4.8 Gear Ratio	$43.99
BG30	Black Gold MH 4.8 Gear Ratio	$46.99
BG60	Black Gold H 4.7 Gear Ratio	$53.99
BG90	Black Gold XH 4.3 Gear Ratio	$54.99

REGAL GOLD SPINNING REELS



RG1000	Regal Gold UL 5.4 Gear Ratio	$25.99
RG1300	Regal Gold ML 5.1 Gear Ratio	$22.99
RG1600	Regal Gold M 5.1 Gear Ratio	$24.99
RG2600	Regal Gold MH 4.8 Gear Ratio	$30.99
RG4000	Regal Gold H 4.7 Gear Ratio	$35.99
RG7000	Regal Gold XH 4.4 Gear Ratio	$38.99

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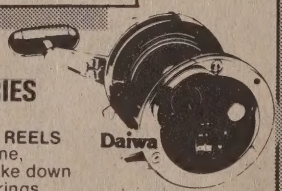
feature unitized one-piece frame, machined aluminum spool, quick take down plate, sealed stainless steel bearings.



SMF 170	Med./Lt.	3.8 Gear Ratio	$52.99
SMF 170	Med./Lt.	5.1 Gear Ratio	$62.99
SMF 250	Med./Hvy.	4.2 Gear Ratio	$ 62.99

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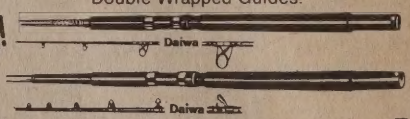
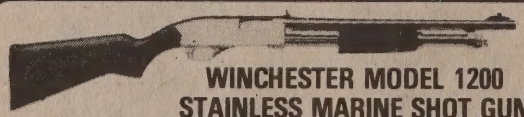
Graphite Composite Construction, Graphite Reel Seats, Silcon Carbide and Titanium Oxide Guides, Double Wrapped Guides.



SGC22	6½'	1 Pc. 16-30 lb. Boat	$38.99
SGC23	7'	1 Pc. 16-30 lb. Boat	$39.99
SGC24	7½'	1 Pc. 16-30 lb. Boat	$42.99
SGC25	8'	1 Pc. 30-50 lb. Boat Cod S'pl.	$42.99
SGC 22H	6½'	1 Pc. 20-50 lb. Boat	$39.99
SGC 23H	7'	1 Pc. 20-50 lb. Boat	$41.99
SGC 22HG	6½'	1 Pc. 20-50 lb. Boat Wire	$39.99
SGC 23HG	7'	1 Pc. 20-50 lb. Boat Wire	$42.99
SGC 22EH	6½'	1 Pc. 50-80 lb. Boat	$43.99
SGC 23EH	7'	1 Pc. 50-80 lb. Boat	$47.99
SGC 660	5½'	1 Pc. 12-16 lb. Popping	$27.99
SGC 661	6'	1 Pc. 12-16 lb. Popping	$28.99
SGC 23HRG	6⅔'	1 Pc. 16-20 lb. Boat	$70.99
SGC 33HRG	6⅔'	1 Pc. 20-30 lb. Boat	$71.99
SGC 53HRG	6⅔'	1 Pc. 30-50 lb. Boat	$75.99
SGC 83HRG	6⅔'	1 Pc. 50-80 lb. Boat	$82.99
SGC 72C	6½'	1 Pc. 50-80 lb. Boat Wire	$42.99
SGC 7XH	7'	1 Pc. 50-80 lb. Boat Cod S'pl.	$32.99



WINCHESTER MODEL 1200 STAINLESS MARINE SHOT GUN

Model 1200 is designed for marine work. It features an 18-inch ordnance stainless steel barrel and receiver. The distinctive finish diffuses light and resists corrosion. The magazine has a capacity of six 2¾-inch shotshells, plus one shell in the chamber.

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LINCOLN TUNNEL-RT. 3 West to RT. 46 West 7 miles
VERUZANO BRIDGE-Parkway North, exit 153B 46 West 7 miles

THE Fisherman

—THE LONG ISLAND, METROPOLITAN NEW YORK EDITION—

Volume 21, Number 8 February 27th, 1986

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ABOUT THE COVER:

Lou Rosado, one of the areas better codfishermen, with a tube caught schoolie taken "out east." Codfish fans will find some new angles to the game on pages 42 and 48 of this week's issue. Every angler will find something of interest at the World Fishing Expo which runs Wednesday, February 26 through Sunday, March 2 at Rockland Community College in Suffern, New York. Cover photo by Dick Mermon.

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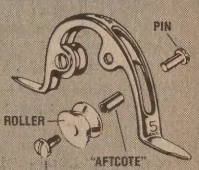
DON'T BE "MIS-GUIDED!"

See our Line Tester in action at Boat and Tackle Shows and learn the truth about guides and line wear!

Your own eyes will show you what your line endures as you fight a powerful fish... how dragging it back and forth over the stationary surfaces of ring guides will fray, weaken and steadily destroy it. Watch how Aftco roller guides carry line smoothly in and out on rollers that turn right **with** the line to avoid this destructive friction and heat. No wonder top rodmakers put Aftco guides on their finest saltwater rods... no wonder more IGFA world record fish are taken from the seas with Aftco than with any other guides.

maintenance is EASY with "Aftcote"...



A simple rinsing with fresh water after each use, and guides with "Aftcote" bearings perform perfectly for years. "Aftcote," a dry-film lubricant bonded to the bearings for life, keeps the action silky-smooth, shrugs off saltwater and corrosion, and cannot wash off!

and the screws CAN'T fall out...

Aftco screws wear a tough "Nylok" patch to give you a no-worry, vibration-proof lock. You can remove them easily if you wish, but they simply will not work loose by accident.

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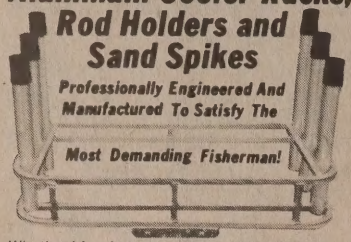


Whether it's a four wheel drive vehicle or boat, one of our Cooler Racks will make your fishing more enjoyable.

- Made of heavy gauge aluminum square tubing.
- Two inch diameter aluminum rod holders with synthetic rubber tips, fits any size rods.

Save loading space by moving your cooler and rods UP FRONT where they belong.

AVAILABLE IN TWO SIZES

No. 86 ..... Aluminum cooler rack fits: 80 Gott, 86 Igloo and 100 Coleman coolers. Inside dimensions 16⅝" x 34¾" with six rod holders. **$175.00**

No. 151 ..... Aluminum cooler rack fits: 151 Igloo. Inside dimensions 18" x 41¼", with eight rod holders. **$199.00**

"Bolt On" Installation Kit

Optional kit requires *no welding* and permits removal of rack in two minutes for easy storage. Cooler Racks are available for all popular 4-wheel drive vehicles. **$85.00**

For those people able to travel to our shop our experienced technicians can install the complete cooler rack or rod rack on your vehicle for approximately $50.00. Please call us for an appointment.

Aluminum Rod Rack
For Your 4-Wheel Drive Vehicle Or Boat

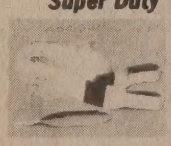
- Same aluminum framework and rod holders as our cooler racks.
- Flat mounting surface allows you to bolt it on to your bumper or anywhere in your boat.
- Six rod holders fit any size rods and include synthetic rubber tips to protect your expensive reels.

No. 200 rod rack **$99.00**

Aluminum Sand Spike
For The Surf Fisherman

- Manufactured from heavy gauge aluminum.
- 48" length for use on the beach and in the water.
- Lower stabilizer lets you drive it into the sand with your foot.
- Rod retainer has a rubber edge to protect your rod and reel. **$24.95**

Super Duty "Tow Strap"



Our Super Duty "Snatch" or Tow Strap is a must for all 4-Wheel Drive vehicles. Made of 3" wide extra thick nylon webbing with each end double reinforced. 24 ft. Tow Strap has 25,000 lb. breaking strength and comes in its own storage bag. **$39.95 each**

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PASS IT ON

BOATING COURSE IN MASSAPEQUA

Flotilla 13-2 U.S. Coast Guard Auxiliary is sponsoring the following boating courses, beginning at 8PM on Wednesday, March 5th at Berner High School, Massapequa.

A 12-week, small boat handling course, is open to all persons, ages 17 or older, novices or experienced.

The two hour sessions will include such subjects as seamanship, rules of the road, legal requirements, piloting, marlinspike, etc. All instructors are specially trained auxiliarists who volunteer their services to promote boating safety.

Boating safety is a family affair. Register your children, ages 10 through 16, in the free, five lesson New York State course for Young Boaters.

For further information contact: Frank Ryba, (516) 796-9318.

WORLD FISHING AND OUTDOOR EXPOSITION OPPORTUNITY TO GET YOURSELF READY FOR FISHING AND HUNTING IN '86

It's the largest sports show in the Eastern U.S. that's devoted entirely to the needs of sport fishermen and hunters. The huge field house at Rockland Community College in Suffern, New York, will be filled with hundreds of displays representing all major fishing tackle manufacturers, plus all kinds of hunting gear, guns, guides and outfitters, travel exhibits, fishing boats and motors, taxidermists, custom rod makers, conservation organizations and daily seminars with world-famous anglers and sportsmen. It's the ninth annual World Fishing and Outdoor Exposition at Rockland Community College February 26th through March 2nd.

The largest number of gun manufacturers to exhibit in any sport show in the Metro-New York area in many years will be there, as well as many well-known archery manufacturers. Prominent sporting goods retailers will be there and offering many special show discounts. There's even a saltwater fishing information center, two electronic fishing simulators, live eagles and hawks, a turkey calling contest and more. It's the perfect way to shed the winter blahs and get yourself ready for the great fishing and hunting that's ahead. You can even buy your new license at the Expo: Maine, New Hampshire, New Jersey and New York will all be exhibiting.

Doors are open from 1PM to 1PM Wednesday through Friday; from 9:30AM to 8PM Saturday, and from 10AM to 7PM on Sunday. Adult admission is only $5, with children under 12 at $2. Parking is free. The World Fishing and Outdoor Exposition is easy to get to: just take Exit 14B (Airmont Road) off the N.Y. Thruway (I-87). It's the first exit west of the Garden State Parkway and is about 10 minutes drive from the Tappan Zee Bridge.

It's the great outdoors brought indoors, for your enjoyment. Don't miss it!

BOATING COURSE AT WILLIAM FLOYD HIGH SCHOOL

The Moriches Bay Power Squadron is pleased to announce their semi-annual Safe Boating Course will be held at the William Floyd High School beginning on Tuesday, March 4th, Room 120. Registration begins at 7:30PM (regular Class Time 8-10).

This worthwhile course is available to the entire boating public with the intent to educate recreational, sail and power boaters throughout the United States.

Subjects covered include: know your boat, equipment, safety, operations and requirements; seamanship, boat handling/rules of the road; charts and aids to navigation; basic navigation, boat trailering, weather and coastal boating, engine troubleshooting, sailing and piloting.

For further information, please call our Educational Officer, Warren Burch at (516) 878-1887 or Commander Newton Homan at (516) 898-1177.

NEW PROGRAM TO SUPPORT FISHERIES CONSERVATION

This spring, you can help support fisheries conservation by buying fishing line. From February 12th through March 31st, if you buy either two filler spools (275 yards), or one 1000 yd. economy pak of Trilene fishing line, you will receive a $5 rebate from Berkley.

Instead of buying gas for your boat or a new crankbait, you can help preserve and protect the future of fishing by choosing to donate the $5 to the Sport Fishing Institute. If you do, Berkley will match your $5 donation with an additional $5, up to $25,000.

The Sport Fishing Institute is a non-profit conservation organization whose purpose is to manage today's resources for tomorrow's anglers. Founded in 1949, the SFI is devoted to the protection, enhancement and wise use of America's freshwater and marine resources.

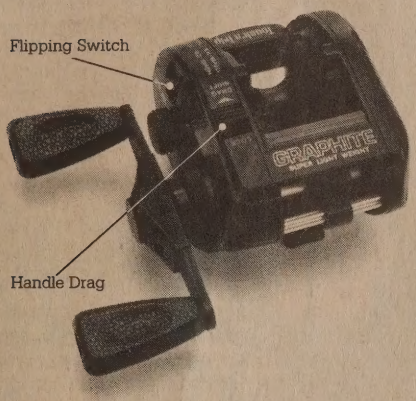
If five million fishermen buy Trilene and donate to the SFI, this would raise over $25 million to fisheries conservation and the preservation of fishing for our children and grand children.

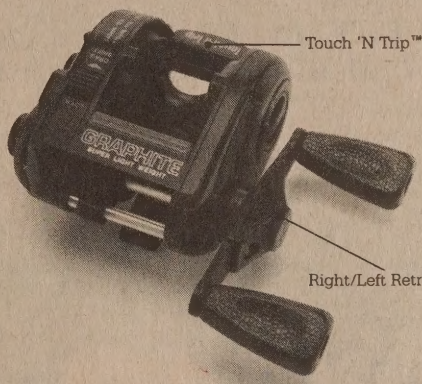
For more information, contact Berkley and Company, Spool Up For Spring, Trilene Drive, Spirit Lake, Iowa 51360. Or, write to the Sport Fishing

"The One"™

is the most versatile, one-of-a-kind baitcasting reel ever made.

Just look at the innovations Ryobi has packed into this great new reel. It's like getting four reels in one.





Right/Left Retrieve
"The One" converts easily from right-hand retrieve to left-hand retrieve. Just like a spinning reel! And with its contoured side cap design, the side opposite the handle is always low-profile. No protruding shaft or knob to prevent comfortable palming.

Handle Drag™
"The One" has the simplest, most effective drag system ever developed. That's because you can change drag settings with a turn of the handle. Just depress the drag control button and the handle becomes the drag control. You can change drag settings quickly and accurately – without ever letting go of the handle.

Touch 'N Trip Thumb Bar
The Touch 'N Trip Thumb Bar allows you to release the spool and place your thumb on the line in one simple motion. It's the ultimate in effortless, one-handed casting.

Flipping Switch
The Touch 'N Trip Thumb Bar also doubles as an instant Flipping Control. Turn the special Flipping Switch, depress the Thumb Bar and the spool is free. Let out the line and work the lure down. Then, when you have enough line out, release the Thumb Bar and the reel is back in gear. Now, you're ready to set the hook in an instant.

"The One" is also loaded with many other fishermen-pleasin' features.
Like all-graphite construction. Single-piece, die-cast frame. Graphite modified V-Spool.
Magnetic cast control. Exclusive R-Tec™ drag material.
Ball bearing action. And multiple pickup points.

"The One" Specifications

Model	Weight	Line Capacity (Yds./Lb.)	Ball Bearings	Gear Ratio
T-1	7.9 oz.	160/10, 140/12, 120/14	2	5.0:1

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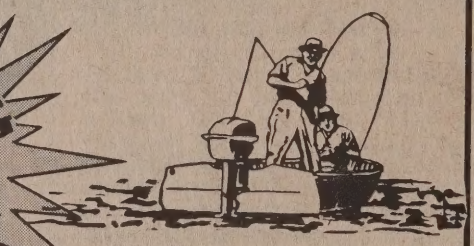

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SAFE BOATING COURSE IN LINDENHURST

One of the principal objectives of the United States Power Squadrons is to promote safety in boating through education. Therefore, Captree Power Squadron is again offering, as a public service, its 10-week Boating Course this spring.

Registration will be held at the Lindenhurst Jr. High School, 350 So. Wellwood Ave., Lindenhurst on Wednesday, February 26 at 7:30PM.

Boat ownership is not required to attend this course; only a sincere desire to improve your knowledge and skill in small boat operation and handling.

Course material includes a wide range of subject areas such as: types of boats, marlinspike, equipment, regulations, boat handling, elementary seamanship, charts, aids to navigation, basic compass use, boat trailering and much more.

This class will be taught by experienced and knowledgeable members of Captree Power Squadron who volunteer their time to instruct all interested persons in the elements associated with safe boating.

FREE CONSUMER REPORT AVAILABLE FROM BOAT/U.S.

An exclusive, 16-page report packed with valuable boating gear tests, equipment analysis and comparisons of boating products from foul weather gear to marine electronics is now available free from BOAT/U.S. to all boat owners across the country.

Initially written especially for BOAT/U.S. members, *The Best of Boating Equipment Reports* contains some of boating's best kept secrets on marine gear. Included are equipment test reports, investigative articles and critiques of boating products—all written from the consumer's point of view.

One of the main sections of the report focuses on a single product or a group of products that are put through tests by BOAT/U.S. staff for durability, usefulness, strengths, weaknesses and limitations. If a product fails to measure up, readers are alerted.

One such report rates six different models of binoculars after a series of tests by BOAT/U.S. staff. The results show clear differences between models in how well they perform in dim light.

A special safety feature on the problem of alcohol in fuel contains vital information for boat owners who may not be aware that alcohol-blended fuel can deteriorate fuel hoses and other marine engine parts, creating a serious hazard. A test kit which indicates the presence of alcohol in gas is reviewed as well as a test that any boat owner can conduct with a simple household graduated beaker.

The "members only" report

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There's only one thing you want to come between you and the fish. And you've got it.

DuPont Stren. It's the premium fishing line with the amazing balanced performance to make the most of your performance.

Stren is strong, easy handling, smooth casting. And only Stren has the correct line visibility to match your fishing conditions. Standard visibility Clear/Blue. Low visibility Clear. And maximum visibility Golden.

So fill your reel with Stren. And show a bass who's boss.

Great fishing starts with Stren.

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features tests of foul weather gear under a variety of moisture and temperature conditions, and the results of field tests to measure the range of hand held VHF radios. There are also important safety bulletins on carbon monoxide fumes and defective through-hull fittings. In addition, the report provides up-to-date information on changes in boating gear, new trends and government regulations that affect the boating community.

For a free copy of *The Best of Boating Equipment Reports* and for more information on the Association write BOAT/U.S., Dept. 350035X, 880 S. Pickett St., Alexandria, VA 22304. *Boating Equipment Reports*, a publication issued quarterly by BOAT/U.S., is provided free to all members of the Association.

In addition to providing more than 20 services to its members, BOAT/U.S. plays a leading role in representing boat owners before Congress and the federal regulatory agencies. With nearly 200,000 members, BOAT/U.S. is celebrating its 20th anniversary during 1986.

FEDERATION OF FLY FISHERS NATIONAL CONFERENCE

The Federation of Fly Fishers will hold its 1986 National Conclave at Pennsylvania State University, University Park, PA, July 28 through August 2, Conclave chairman Bill Heckle has announced.

The first two days, July 28-29, will be devoted to workshops on fly fishing and fly tying. The fly fishing workshop is for adult beginners and will cover such topics as stream entomology, equipment, casting and presentation. There will be classes for both beginning and intermediate fly tyers. An advanced workshop on tying fully dressed salmon flies will also be offered.

Programs for the remainder of the Conclave include presentations by such notables as Joe Humphreys on night fishing, Lefty Kreh on casting techniques, Boyd Aigner on steelhead and Pacific Northwest salmon fishing, Bucky Metz on raising and processing birds for hackle, Flip Pallott on saltwater fly fishing and Harry Murry on smallmouth bass fishing. Nori and Tadayuki (Ted) Tashiro of Yokohama, Japan, will present programs on fly tying and fly casting. Throughout the week, casting clinics will be offered by Federation members who have demonstrated expertise in their crafts.

A registration fee covers all conclave costs, other than banquets, for Federation members. All events, including luncheons and banquets, are open to non-members of the Federation for a fee in addition to registration. A commercial exhibit area will be open July 30, 31 and August 1. Events are also planned for wives and children. Lodging in dormitories is available from the University (single occupancy, $14.75; double occupancy, $10.50 per person). Average price of area hotels and motels is $35 to $45. A KOA campground is ten miles from the campus. Interested persons should contact the Federation of Fly Fishers, P.O. Box 1088, West Yellowstone, MT 59758 or call (406) 646-9541.

NEW "FAMILY BOATING" COURSE IN MIDDLE ISLAND

This program is aimed at entry level and novice boaters and those who want to expand their marine recreational activities. Topics include selection of boats, fishing, equipment, day trips, touring, camping, activities for parents and children, water sports, and more!

The course meets on Mondays starting March 3rd as part of Longwood Adult Education Program. Fees: $18 and $24. Contact Alan Hildenbrand at 924-7898 for info.

BILLFISHERMEN DISCOVER MONTAUK'S MONSTER MARLIN

When Florida's Pete Fisher put an 835 pound Atlantic blue marlin on the dock at the Montauk Marine Basin last September, he got the undivided attention of marine sport fishermen from all over North America.

Though these giant billfish aren't a new discovery in the waters of eastern Long Island, the relatively sudden realization that they are present and available in large numbers has sent a shiver of anticipation through the ranks of billfishermen from Texas to Florida, and north to New England. In fact, it was the introduction of high-speed trolling techniques and a better understanding of thermal currents by knowledgeable southern sportsmen that provided the key that has unlocked a veritable mother lode of giant blue marlin just sixty-five miles south of Montauk Point, about 120 miles east of New York City.

"We've always had blue marlin here," says Carl Darenberg, Sr., owner of the Montauk Marine Basin. "A number of fish in the 900 pound class are caught accidentally by tuna fishermen each year; we've just never had the technique or the motivation to go after them." He adds that with just a tiny handful of boats pursuing them this year, 15 blue marlin between 400 and a thousand pounds were caught in a three week period last summer. "That number will undoubtedly grow substantially next year with a more concentrated fishing effort and a further influx of billfishermen from southern waters, who are more experienced in this kind of fishing," he explains.

The focus in Montauk has traditionally been upon bluefin, yellowfin and bigeye tuna, as well as upon the much-coveted swordfish. The attraction to these species stems both from sport and the very high market price the fish command at the dock.

Though blue marlin are not a cash crop in the conventional sense they may take on new monetary value in Montauk if Pete Fisher has his way. Fisher, who hails from Lake Park, Florida, in northern Palm Beach

Pound-for-pound, no one makes a stronger bass boat than Fisher.® Our exclusive Unit-Frame™ construction builds in greater hull strength and longer life, without adding extra pounds or extra cost. No other bass boat, no matter how expensive, offers the security of Unit-Frame construction.

What's more, with Fisher's lightweight all-aluminum construction, you don't need a huge gas-guzzling outboard to power a winner.

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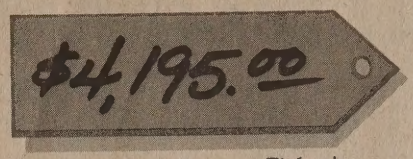
And no other bass boat can give you Fisher's features at Fisher's very affordable price. Like $4,195* for a Hawk 3-V, complete with 25-HP motor and trailer.



Fisher makes 10 bass boats, from 15' to 17', all with tournament-tested pedestal seats double-mounted to the hull and frame for extra strength.

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*Average suggested sale price at surveyed Fisher Marine dealers. Does not include electric motor, freight, taxes, license and other extra charges. Actual price set by dealer, subject to change without notice.

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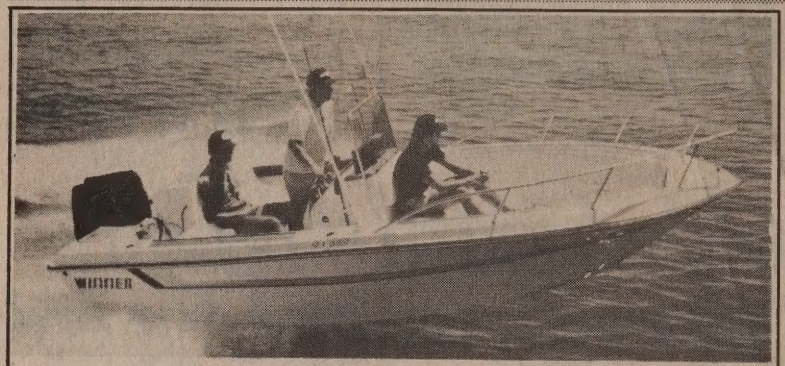

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County, is convening the Montauk Monster Marlin Tournament, a high-stakes contest headquartered at the Montauk Marine Basin. A smaller version, hastily organized and fished in rough weather, produced his 835 pounder last fall. Next year's tournament scheduled for September 8th through 12th, could offer one of the largest purses of any marlin tournament, judging from the generated responses of the teams. Through coordinated communication with the tournament's radio control boat, Fisher plans to assure that all but the very largest of the marlin caught are released unharmed by the participants.

Opinions differ as to the most effective approach to Montauk's blue marlin. Yet, there is general agreement that most of the fish are caught just inside the 80 fathom curve, inshore of the 100 fathom shelf where most of the offshore tuna fishing is done. Even more critical is the location of thermal currents bringing water temperatures of 70 to 80 degrees; these can sometimes be found, along with the giant blue marlin that follow them, as close as 30 or 40 miles from the beach. Most are further offshore, however.

Dave Kohlus, Captain of The Hooker, is one of Montauk's more successful big game charter fishermen. "Normally, we fish somewhere between the 65 and 80 fathom lines," he explains. "We troll at about 7 knots for bigeye tuna, but sometimes raise marlin in the process." Kohlus reports 10 blue marlin hook-ups last summer, and has boated two of the largest blues ever caught in Montauk waters, weighing in at 940 and 941 pounds, respectively, He adds his voice to those who anticipate many more blue marlin catches once charter fares are willing to concentrate on the billfish and troll at the higher speeds of 9 knots or more.

Virtually all of Montauk's blue marlin fishing is done with artificials; green and yellow or mackerel colored plastics are favorites. Fisher took his big fish on a homemade "halloween" lure, a black and orange plastic variation on a traditional theme. Even more interesting is the fact that he took the 835 pound giant on 80 pound line after a surprisingly short 50 minute fight. A major tackle company now plans to manufacture Fisher's newly redesigned marlin lure in light of the many successes he has had with it.

Atlantic blue marlin are drawn to Montauk waters by the tremendous concentrations of small, school tuna and dolphin that arrive in the area each summer. Locating these forage fish is another key to successful marlin fishing; offshore lobster pots are often a good place to look since the smaller game frequently congregate beneath the floating marker buoys and accumulated seaweed.

The Montauk Marine Basin offers complete facilities for private boating parties, as well as the full spectrum of charter packages and full boatyard

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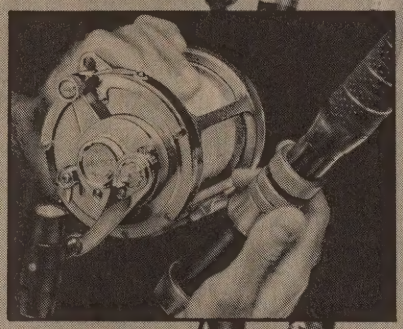

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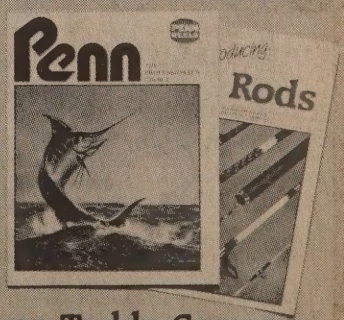

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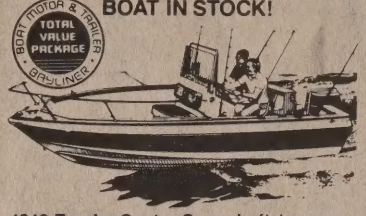

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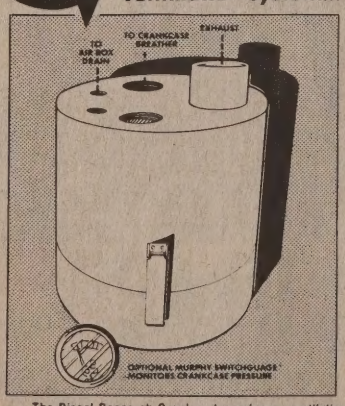

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services. For further information, contact the Montauk Marine Basin, West Lake Drive, Montauk, NY 11954; (516) 668-5900.

CAUSEWAY FISHING CLUB AWARDS DINNER

The Causeway Fishing Club held their annual Dinner, Awards and Raffle. The grand prize was won by Tom Hiskin. Prizes were donated by Ralph's Tackle, Altenkirch's Tackle and The Point View Inn. Bob Lucchesi was named club fisherman of the year.

The Causeway Club is a surf caster's club and open to new members. For more info, contact Walter (516) 766-5935.

CAPTAIN FRANK LO PRESTE AT SABRE ROD BOOTH

Captain Frank LoPreste, owner and skipper of California's largest sport fishing boat, the 113 foot Royal Polaris, will be fielding questions and demonstrating the famous Sabre Rods, Tuesday through Sunday at the World Fishing Expo in Suffern, New York.

See films of the famous Clipperton Island Trip (located 550 miles off the coast of Acapulco, Mexico) while Captain LoPreste shows the stand-up fishing techniques he has helped to pioneer for tuna and marlin. He will be on hand along with Captain Bob Rochetta and well-known writer, Captain Al Ristori to answer all your questions about stand-up big game fishing and Sabre Stroker Action fishing rods, built by California Tackle Company, the originator of the tubular glass fishing rod.

Don't miss your only chance to meet Captain Frank LoPreste and to see how it's done on the other side of the country. (Sabre Rod Booth 237-238)

FREE BASIC BOATING COURSE OFFERED

The Great South Bay Power Squadron, a member unit of the United States Power Squadrons, will conduct a free 10 week basic boating course starting on March 3rd. Classes will be held from 8PM to 10PM every Monday evening in the North Babylon High School (yellow cafeteria) located on Deer Park Avenue.

Registration will take place on February 24 and 26, from 7:30PM to 9PM at the High School. Registrations will also be accepted on the evening of the first class. The classes are free, however, there will be a nominal charge for text book and navigation material.

This basic boating course will include U.S. Coast safety regulations, rules of the road, aids to navigation, basic piloting and use of charts among other topics.

Upon passing the final examination, participants will receive safe boating certificates, which many marine insurance carriers honor for a reduction in premiums.

The United States Power Squadrons are dedicated to bringing about safe boating on our waters through education of all boaters in the safe handling and navigation of both sail and power boats.

For further information, please contact Bob Kirshbaum at 587-6739.

SOUTH SHORE FISHING ASSOCIATION NEW SLATE

The South Shore Fishing Association has elected its Board for 1986. They are: Ed Finn, Kevin Monihan, Mike Grasso, Carmine Dunamara, Frank Annible. Meetings are held at the Bay Village Inn, Route 110, Amityville. Limited membership openings are available. Contact Frank Pristera, 249-8080.

Also Lou Rosado will give a Seminar Thursday night, April 3rd at The Gull in Bergen Point for the Fire Island Anglers on fluke and flounder fishing at 8:30 PM.

SEAFOOD STORAGE AND FISH COOKERY

Bill Fink, Science Specialist for Cooperative Extension's 4-H Program and gourmet cook will demonstrate several methods of fish preparation. Learn how to freeze and refrigerate seafood for optimum quality, on Thursday, February 27, noon to 1PM, at Cornell Cooperative Extension, 100 Clinton Street, 2nd Floor (corner Remsen St.), Brooklyn, New York.

AMERICAN FISHING INSTITUTE THERE IS NO LUCK IN FISHING!

There is no luck in fishing! Any successful fisherman knows that and the American Fishing Institute knows, too. For twelve years we've been teaching what goes into the fishing and the catching and there are now more than 26,000 students who go catching instead of fishing.

The American Fishing Institute of Indiana State University will present its award winning two-day Bass Institute at six locations in 1986 followed by another Lake Michigan Salmonid Institute.

The 1986 Bass Institute schedule begins in Montgomery (Houston) Texas, at the Del Lago Conference Center, February 8-9; then on to Mt. Pleasant, Texas, at Northeast Texas Community College, February 15-15; and on to Petersburg, Virginia, at Virginia State University, February 22-23. On March 1-2, we are in Hershey, Pennsylvania, at the Hershey Lodge; then on to St. Louis, Missouri, at the Clarion Hotel, March 15-15 followed by the final Bass Institute on March 22-23 at the Adam's Mark Hotel in Indianapolis, Indiana.

The American Fishing Institute is the *only* fishing education program endorsed by the American Fishing Tackle Manufacturers Association. America's top fishermen and educators serve as instructors. Through lectures, small group sessions and individual instruction, students of all ages and experience levels learn the keys to success.

All students attend eight one-hour

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But do it soon. Because when bait fishermen find out they can start catching more fish than ever before, we may not be able to keep up with demand.

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General Sessions conducted by the professional instructors. Students learn about fish behavior; tackle selection; casting and lure techniques; seasonal patterns; structure fishing and the use of electronic equipment. Between each General Session students attend the Special Workshop Sessions of their choice on advanced sonar; map reading; lure and retrieval techniques in the 30 foot aquarium/fishing simulator; area species other than bass; manufacturers' displays of their equipment and tackle; electric motors; fishing crankbaits; pH and color that affect fish behavior; and specialized instruction for the young fisherman and the female angler.

Attend an American Fishing Institute and don't go fishing any more—go catching!! For more information and a free brochure contact the American Fishing Institute, Indiana State University, Terre Haute, Indiana 47809 or call (812) 237-2345 or Toll Free 1-800-551-1639.

BOATING COURSE IN EAST MEADOW

The South Shore Power Squadron is starting its annual Spring Boating Safety Course. Registration is Wednesday evening, February 26th, at East Meadow High School. Follow signs for room number. Course will cover adverse conditions, navigation, buoys and all aspects of safe boating.

SALTY FLYRODDERS OPEN HOUSE

An Open House for interested saltwater enthusiasts will be held March 3rd at 8PM. A movie will be shown called "Bahama Mixed Bag," a film featuring ultra-light techniques.

Coffee and cake will be served to all in addition to an update on the latest saltwater fly fishing news. More information can be obtained by calling (718) 507-5808. Club President Dennis O'Brien will respond to all messages.

COMMUNITY EDUCATION COURSE ON SALTWATER FISHING

Learn the basics of saltwater sport fishing in the Long Island region, from flounder (inshore) to giant tuna (offshore). Topics covered in this eight week course include tackle, biat and lure selection, tying rigs, chumming, locating fish, trolling techniques, and other "secrets" necessary to successful fishing. The course will meet Tuesday evenings, from 7:30 to 9:30 in the Shoreham-Wading River High School, beginning March 4. The fee is $26 ($31 for non-residents). Captain Jerry McGrath, who owns and captains a charter fishing boat out of Montauk, will teach the course. The class culminates with an optional full-day fishing excursion on the Port Jeff Ace, at the reduced rate of $20 (payable the day of the trip). Telephone 929-8511 to register for this course which is offered as part of the SWR Community Education Program.

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Angler's Pride Tip: Gamefish can swim twice as fast as you can retrieve. But most fish caught on a Beno are taken by a slow, undulating retrieve. Cast out, let Beno sink to the desired depth, then retrieve just S-L-O-W enough to feel the wiggle. Wham! If the lure stops; set the hook. Fish on.

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NEW PRODUCTS

OMC AUTOBLEND THE END OF PRE-MIXING OUTBOARD FUEL

OMC Parts and Accessories may have put an end to pre-mixing gas and oil for outboard motor fuel with the introduction of AutoBlend, a new generation precision fuel blending system for Johnson and Evinrude outboard motors.

With AutoBlend, owners of smaller outboards can enjoy the advantages of automatic fuel mixing that have been available only on larger outboards. AutoBlend is a SysteMatched feature on most 1986 Johnson and Evinrude motors from 9.9 hp to 50 hp. AutoBlend will also be available as an accessory item for 1986, 4 through 8 hp Johnson and Evinrude motors, and most 1985 Johnson and Evinrude motors using a 100:1 fuel ratio.

"The simple, reliable AutoBlend system is totally contained in a new six gallon portable fuel tank," said Jim Kedley, of OMC Parts and Accessories. "One chamber of the tank holds up to 1.6 quarts of outboard lubricant. The other chamber holds 5.8 gallons of gasoline. A pump located in the base of the oil reservoir is driven by fuel pressure. It draws lubricant into the pump, mixes it with gasoline at a precise 100:1 ratio and then sends it on to the motor."

"AutoBlend ends the hassles of mixing two cycle fuel. No more calculating gas and oil ratios for a half ful tank. No pouring oil into an inconvenient tank mounted on the motor," said Kedley. "The AutoBlend reservoir holds enough oil to mix with six tankfuls of gas—enough fuel to last some fishermen all season. Once the oil reservoir is filled, you can just add gas and go."

The new AutoBlend tank incorporates features to make your boating more reliable and convenient, Kedley added. The handle is mounted at an angle to the tank for easier carrying from your car to the dock. A polyester screen filter on the oil reservoir opening and a filter on the gas pick-up keep dirt out of the AutoBlend pump and out of your motor. The oil filter is removable for easy cleaning.

You can check the oil reservoir level with a sight gauge on the top of the tank. As long as the "oil drop" symbol shows in the glass, enough oil remains in the reservoir to mix with six gallons of gasoline. If the symbol is not showing, it's time to add oil. And adding oil is even easier with OMC's new resealable one quart, funnel top bottle of Johnson or Evinrude outboard lubricant, Kedley points out.

To protect your motor, the AutoBlend pump valve shuts off the flow of fuel to the engine if the oil reservoir supply is too low for reliable mixing.

The AutoBlend tank includes many of the features found on standard OMC outboard fuel tanks. A one-way vent in the fuel filler cap lets air into the tank but keeps gasoline fumes from escaping during operation or when the tank is disconnected. The tank's heavy gauge steel construction and welded pressure-vessel design will withstand up to 25 lbs. of internal presure.

The fuel filler cap has a retaining chain to help keep you from dropping the cap into the lake or the sand. Brackets on the tank make it easy to wrap excess fuel hose out of the way and a skirted base keeps the tank bottom off the floor.

The AutoBlend precision fuel blending system and the complete line of SysteMatched OMC Parts and Accessories are available at most Johnson and Evinrude marine dealers.

BAYLINER INTRODUCES NEW MODELS FOR 1986

Continuing their tradition of offering the most innovative and up-to-date boat designs in the industry, Bayliner Marine Corporation introduces nine all new boats for the 1986 model year, bringing the product line to 33 models.

In the Trophy fishboat lineup, three all new models will add greater versatility to the ten-boat fleet, with models ranging from 14 to 34 feet. Loaded with sophisticated fishing gear as standard equipment, the new Trophy entries fill a broad spectrum of needs. The dramatically styled 1810 Trophy, especially for bass fishing, sparkles with blue metal-flake gel coat, unique curved windscreens, a custom matched Escort trailer and 125 Force outboard.

A mid-sized wide beam offshore sportfisher, the 2560 Trophy, features a command bridge helm, comfortable interior accommodations, sleeping for six and a roomy cockpit for fishing.

The queen of the Trophy sportfishing fleet is a functional, yet elegant offshore yacht, the 3460 Trophy. With two private staterooms, a completely equipped galley and head with shower, this 34 footer combines tournament offshore fishing capabilities with gracious seagoing accommodations.

Built on the same oceangoing hull as the 3460 Trophy, Bayliner has created a uniquely comfortable yacht; the 3450 Tri-Cabin Motoryacht. With three private staterooms, two separate heads, a fully equipped galley and roomy main salon with dinette, this dual-helmed yacht may be the only aft-cabin design built that also includes an aft cockpit for convenient boarding or fishing.

Products built by Bayliner for 1986 range in size from 14 to 45 feet from under $4,700 to approximately

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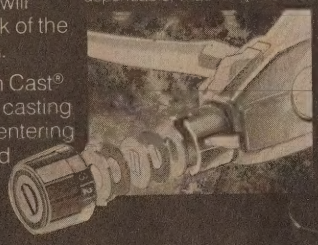
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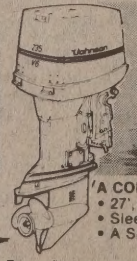

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$230,000. Prices are manufacturer's suggested list prices, F.O.B. from Bayliner's 13 U.S. manufacturing plants. Bayliner's powerboats are sold at nearly 300 independent dealerships and distributors throughout the U.S., Canada and more than 30 foreign countries.

LORAD INTRODUCES BLACK STAR VHF/FM RADIO

The Lorad Corporation of Miami, Florida, has announced the introduction of its first all scan "computer-controlled" VHF/FM radiotelephone with memory and RX/TX Modulation Indicators. An exception in quality construction, features and water sealing.

The features include scanning of all 82 U.S. and International channels, 11 programmable memory channels, dual watch, priority ch. 16, 7 NOAA and 1 Canadian weather channel. All are housed in a completely O-ring and gasket sealed corrosion-proof cabinet. The speaker is 100 percent waterproof.

The Black Star's exclusive TX-MI/Transmitter Modulation Indicator and the RXMI/Receiver Modulation Indicator circuitry now make it possible to monitor the actual transmission or reception modulation via red and green LED display lights.

The Black Star's quality construction and unique features demonstrates Lorad's committment to lead the industry in excellence in product design and durability.

For more information contact: Lorad Corp., 7300 N.W. 35th Terrace, Miami, Florida 33122; Telephone: (305) 594-5885.

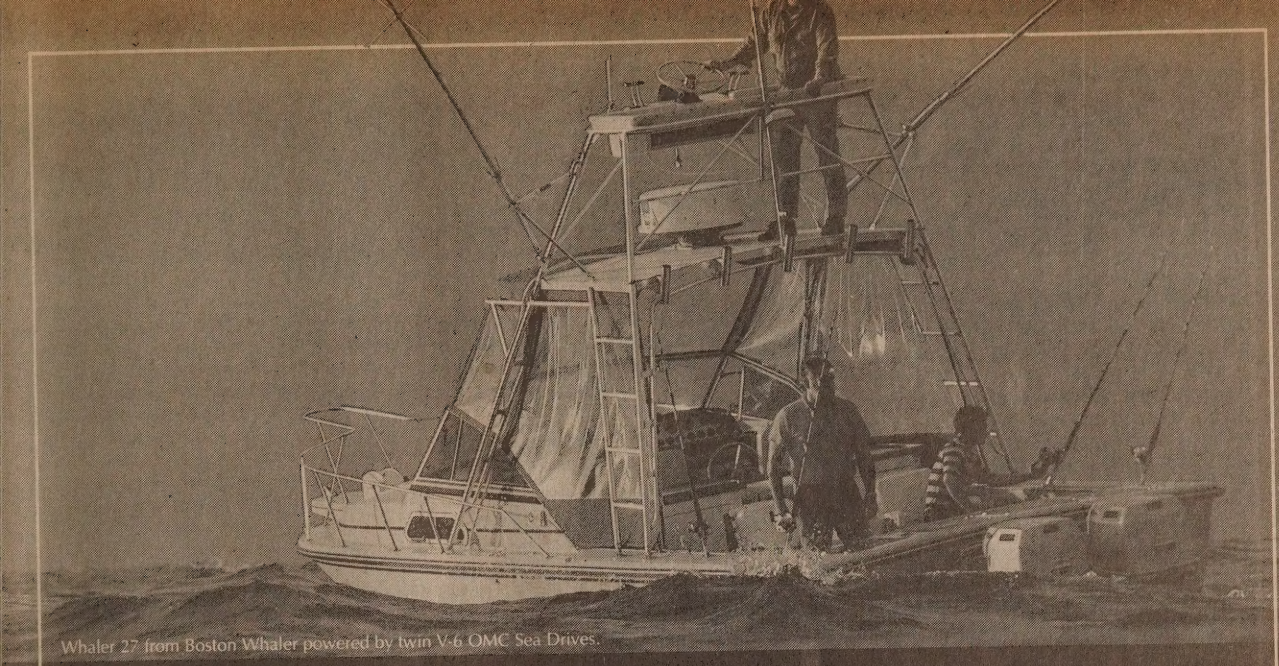
NEW LUHRS 290 SPORTFISHERMAN IS BRED TO RUN IN FAST COMPANY

Luhrs engineers have done it again with a sweetheart of a 29 footer that's fast, stable, dry and equipped with every sport fishing feature (short of tackle and electronics) that the blue water fisherman needs—all as standard equipment, not add-on options. The Luhrs 290 starts off with a wide open cockpit complete with a recessed fish box, rod holders and cockpit washdown. Step up to a command bridge that boasts a helmsman's chair, companion seat, full instrumentation and built-in storage compartments. Below there's a spacious galley with teak and holly floor; head with stand-up shower, two hanging lockers, a settee, and a dinette forward that converts to twin bunks.

Up top, the deck features a bow pulpit, stainless steel rail, full deck hardware and a welded aluminum marlin tower complete with controls. And yes, even the tower is standard on the Luhrs 290.

With a choice of twin 270 hp Crusader or J&T 6.2L Turbo-Diesel power, the Luhrs 290 is destined to run in fast company whenever and wherever you head offshore.

See for yourself why the Luhrs 290



Whaler 27 from Boston Whaler powered by twin V-6 OMC Sea Drives.

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The integral mounting assembly positions the powerhead higher above the water, delivers more useable trim and tilts higher than an outboard on a bracket. And, when it comes to quiet, the OMC Sea Drive is in a class by itself.

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NEW FURUNO VIDEO SOUNDER

The Furuno FMV-601 microprocessor controlled video sounder provides the quality and reliability Furuno has supplied to commercial fishermen for 40 years in an exceptionally compact unit designed to meet the needs of most fresh or saltwater sportfishermen. And the price won't ruin your entire season.

The FMV-601 is a super fish-finding tool. Seven basic range settings permit selection of a wide variety of on-screen scales from 0-15 to as much as 0-1000 feet. Phased ranges allow "fine tuning" for the specific depth range desired.

Targets are shown in four distinct shades on the high resolution 6" amber phosphor CRT. The exclusive Furuno Bright Echo feature enhances fish marks that are close to the bottom.

In addition to fish marks and bottom contours, a wealth of other information is presented on the CRT. Included are range and phase in use, the selected picture advance rate, noise limiter and alarm status, minute mark, quantization pattern, digital readout of bottom depth, and range of unit in use.

Simple pushbuttons control upper and lower depth alarm settings, as well as display advance rate, noise limiter off/on, and both basic and phased range scales.

The built-in transceiver contains a powerful 100-watt-rms (800 watts peak-to-peak) transmitter and highly sensitive receiver. It also automatically selects the optimum pulselength and sounding rate to assure greatest picture resolution and detection capability at any depth chosen.

A universal 11-40 VDC power supply is standard, and the FMV-601 requires less than 15 watts of battery power. Furuno's FMV-601 may be seen at more than 200 authorized dealer outlets and full color literature is available.

NEW HOBIE POWER SKIFF "FISHERMAN" INTRODUCED

Hobie Power Division has announced the Hobie Power Skiff "Fisherman," the newest model of the ultra-light, high performance 15 footer that successfully launched Hobie Cat into the powerboat field last year.

With both coastal and inland anglers in mind, the new Hobie Power Skiff "Fisherman" features a streamlined-but-simple center console that is complete with a stainless steel grab rail, windscreen and enough storage for two fuel tanks. The console top is flat to allow flush, easy to read instrument mounting.

A two-person, padded seat sits atop a 68 quart Coleman cooler that also does duty as a fish box, ice chest or dry storage compartment. The cooler/seat is positioned to give excellent back-of-leg support for those long runs in rough water.

A 100 quart Coleman cooler/seat can be installed as an option. Like the smaller unit, it's easily removed for loading and cleaning. The padded backrest is made of teak and adjusts to fore and aft facing positions.

Up front there's a removable forward hatch for more storage room and it provides a flat, stable casting platform. For still more storage (or seating), an optional 48 quart Coleman cooler may be mounted in front of the console. A custom "live bait well insert" is available.

The new "Fisherman" retains the Hobie Power Skiff's above-water washdeck with over-size scuppers for complete cockpit drainage, even with the boat at a standstill. Fuel and control lines can be run below the deck, out of the way. The result is more uncluttered, usable deck space than many 17 footers.

Beyond sporty good looks, the Phil Edwards designed, modified-vee hull provides a soft, dry ride that's unsurpassed in the industry. This unique shape (it's patented) also contributes to the craft's excellent stability as well as its quick, precise handling characteristics that make it safe and fun to drive.

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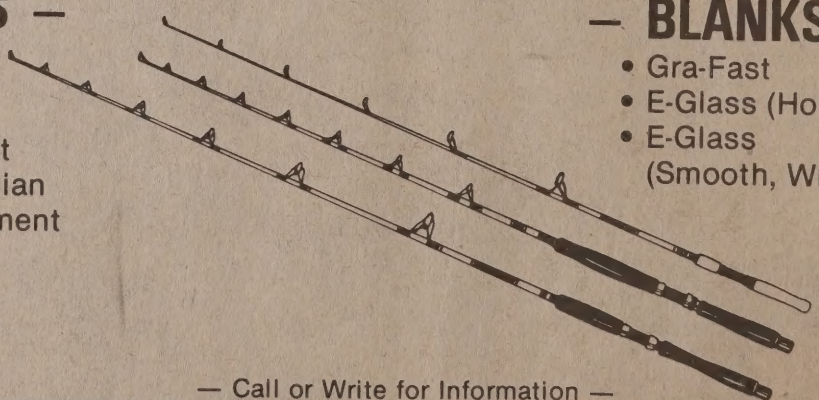

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425 pounds, the Hobie Power Skiff "Fisherman" is rated for motors to 60 hp, yet it achieves excellent performance and economy with outboards in the 20 to 40 hp range. Using Hobie Cat's hand-laid-up foam sandwich construction technique, the boat is light, extremely strong and virtually unsinkable. For added safety, four independent solid foam chambers provide enough buoyancy to float four adults, gear, fuel and a 60 hp motor—all with a completely flooded hull. It is certified by the BIA, NMMA and the U.S. Coast Guard.

The new "Fisherman," like all Hobie Power Skiffs, is a versatile, family fun boat that's affordable to buy, economical to operate, simple to maintain and easy to trail.

Three additional Hobie Power Skiff models are available. The "Standard" model is designed for tiller steering on double bench seats. The "Sport" model has a side mounted console steering package and bench seating for four. And the popular "Deluxe Center Console" model, features a built-in seat with backrest and cushions, stainless steel grab rail, windscreen, forward storage hatch and more.

Hobie Power, like Hobie Cat, is a division of Coast Catamaran; a subsidiary of the Coleman Company. For more information on the complete line of Hobie Power Skiffs, contact Hobie Power Division, P.O. Box 1008, Oceanside, CA 92054; (619) 758-9100.

ALUMACRAFT'S VALUE SERIES

Alumacraft created its Value Series to give the fisherman the most for his money. The V-14 and V-16 are full sized fishing boats designed to make fishing a pleasure.

These quality Alumacraft hulls are finished in a high gloss exterior urethane finish. The V-16 features four easy-to-maintain painted aluminum seats, the V-14 has three. Options available on both models include upholstered swivel seats, livewell, console steering and mooring cover. The V-16 has a recommended horsepower range of 15 to 40, and the V-14 has a range of 7.5 to 25.

Celebrating its 40th year of aluminum boat craftsmanship, the Alumacraft Boat Company manufacturers 65 different models of semi-vees, canoes, bass boats and jon boats and is one of the largest aluminum boat and canoe manufacturers in the United States. The company maintains a dealer network of more than 700 throughout the contiguous United States, Alaska and Canada.

For complete specifications and literature on the Alumacraft Value Series or the entire line of quality Alumacraft boats and canoes, write today.

For further information contact: Alumacraft Boat Company, 315 West St. Julien Street, St. Peter, MN 56082.

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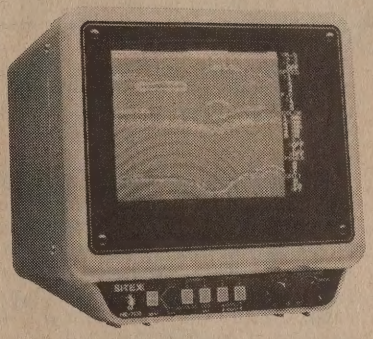

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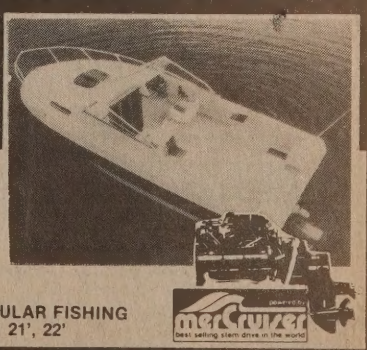

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BOATS FOR ANGLERS:

WAHOO 26

by Pete Barrett

The new Wahoo is an old friend to many coastal anglers. Originally designed by Jack Leek's team at Pacemaker, the Wahoo gained a reputation as a rugged and exceptionally good fishing boat. Unfortunately, as Pacemaker sank out of sight so did the Wahoo until being resurrected by Robert Seidelmann who recently purchased the Pacemaker name. Introduced during the 1985 boat show season, the Wahoo is the first of what appears to be a growing line of boats under the famous Pacemaker name.

History isn't the only asset in the Wahoo's corner. Seidelmann made several improvements with clever power innovations to gain more speed, economy and a lot more fishing room. At the heart of the boat is a Volvo AQMD40B diesel rated at 165 hp and coupled to the stern drive via a jackshaft mounting which allows the engine to be positioned midships for ideal weight distribution. The Volvo stern drive is of the Duo-Prop design and gives about 15 percent more speed, thrust and fuel savings.

Under ideal seas, the Wahoo will run in the 40 mph range or at just under 35 knots—that is FAST for a diesel. At this speed she'll burn approximately 10 gallons per hour. Fuel consumption at trolling speeds will drop to less than 4 gallons per hour. With 108 gallons in the twin fuel tanks, the Wahoo could cover 400 miles in 10 hours. Fishermen would more likely burn less than 80 gallons for a 20 hour canyon run that combines hard running and slow trolling.

The jack shaft mounting of the engine eliminated the need for a large engine box at the transom and leaves the deck free for fishing. Up to 6 anglers can fish comfortably on the Wahoo because of its large cockpit space and center console deck layout.

The hull utilizes a deep, sharp entry that spreads to a wide, hard chine for a soft and dry ride. The improvement in weight balance because of the engine position also helps the Wahoo push through choppy seas with a very respectable ride. The shallow vee aft assures a minimum of hull drag for excellent fuel economy.

The hull is laid up by hand and features fiberglass stringers for strength. The gel coat is exceptionally well done with a smooth and glossy finish that shows no traces of the glass fiber pattern showing through.

Each Wahoo is a semi-custom boat which allows the individual angler to personalize the boat by adding options and features to suit his own tastes. I've looked over several Wahoos and although each was slightly different in layout, the following features seemed to be found on each of the boats. Keep in mind that there is room for changes by the buyer to suit his own fishing needs.

A raised 7 foot casting deck at the bow is about 10 inches above the cockpit deck and affords enormous storage space below the deck. Two large hatches lead into this storage space and there is room for boating items like anchors, fenders, dock lines plus space for fishing gear like chum boxes, flying gaff heads, bait cutting boards and much more. A stainless steel grab rail is through-bolted in place. Teak tackle drawers are built into the aft bulkhead on each side of the casting deck. The anchor is mounted on a teak pulpit.

The center console is very large yet with the Wahoo's 9' 10" beam there is plenty of walkaround space. The forward seat has padded cushions and a lid lifts to enter the insulated cooler. The windshield is at eye level when seated in the helm chair assuring good visibility of the waters ahead and also of the instruments and gauges which are neatly mounted in a panel covered with clear plexiglass to shed water. The wheel is stainless, tilted for comfortable handling while under way.

A door on the starboard side of the console provides entry into the stand-up head which is fitted with the standard holding tank and also the "Y" valve overboard discharge. This spacious compartment also accesses the wiring and battery switch.

Helm chairs are mounted atop the engine box which is hinged to allow inspection and service of the engine. Generous use of insulation keeps engine noise to a minimum. A pair of teak tackle drawers are built into the aft side of the engine box. One Wahoo I looked at was customized by the owner with a cut-down version of a rocket launcher/tackle locker seat. Although there was no back rest, the added tackle storage and vertical positioning of the rods seemed to be a great idea for trolling.

Lockable rod storage compartments are built under the gun'ls and they are large enough to hold International sized reels. Up to 6 rods can be stored, 3 per side, without rubbing against one another.

Just ahead of the rod lockers and about even with the front edge of the console are two more compartments, one on each side, with twin doors opening to shelves. These are handy storage for trolling lures, bait rigs, casting lures or even wash-down brushes and supplies.

The cockpit space is 6 feet long and almost 9 feet wide so there's plenty of stand-up fish fighting room, or if bigger game are the target, a small fight chair can be mounted. Surrounding the cockpit are wide gun'ls capped with teak covering boards. Padded combings are available.

The Wahoo is one of the most fishable boats you'll find. The basic design is so flexible that the boat can be laid out to emphasize big game action or for more inshore species like blues, weaks and bottom species. The options are limited only by your imagination, so you can have exactly what you want in a fishing boat.

SPECIFICATIONS

Length	25'10"
Beam	9'10"
Draft	1'8"
Weight	6400 pounds
Fuel Capacity	108 gallons

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★ PRODUCT REVIEW ★

RAY JEFFERSON TELESCAN 1000

by Pete Barrett

Video scopes are becoming more popular with fishermen with each season and one of the best is the Ray Jefferson Telescan 1000. While color scopes may have gotten all the publicity for the last few years, the latest trend among fishermen is toward monochrome black and white scopes. They are less expensive and to anglers accustomed to viewing a graph recorder, the black and white scopes appear easy to read.

Another distinct advantage is the ability of manufacturers, like Ray Jeff, to shrink the size of the scopes so they fit well on smaller boats. The Telescan 1000 will fit handily on top of a center console and will even fit inside many radio boxes.

The Telescan 1000 costs more than a good graph recorder, but since it doesn't use any paper, this savings may pay for the difference in cost between the two units in one or two seasons.

Similar to sonar television, the Telescan incorporates the latest state-of-the-art computer technology to scan the water under the boat and produces a clear, sharp image on a cathode ray tube (CRT), similar to a TV screen. The unit gives a constant "real time" view of the bottom, underwater structure, dropoffs, schools of fish, even single fish.

Signals from the unique ultrasonic tri-transducer, which in addition to depth readings also provides boat speed and surface water temperature, are transmitted to a 6 inch cathode ray tube viewing screen and are clearly displayed in 4 distinct shades of grey.

The unit features six basic depth ranges to select from: 0-30', 0-60', 0-120', 0-240', 0-480', 0-960'. Select the depth range desired by a touch of the waterproof touch tone membrane keypad.

The depth ranges are displayed on the left of the screen in easy-to-read numbers, where they do not interfere with the picture as it moves from right to left. The range scales are displayed as dash lines which divide the CRT screen display into depth zones. All lines and numbers are in the background and add a third dimension to the viewing. The range lines may be removed from the screen at the touch of a keypad for clutter-free viewing.

In addition to the six basic ranges, the unit features a zoom control which can "zoom" in on the screen and expand either the top half or bottom half of the screen to cover the full screen. For example: in the 0-60' range, touch the "up" zoom keypad and enlarge all the information in the 0-30' range to fill the screen. Touch the "down" zoom keypad and fill the screen with the view from 30-60'.

This adds an additional six top and six bottom ranges to the Telescan 1000. Want a closer look? In the "up" zoom, the screen may be enlarged again to fill the screen with the view from 0'-15'. However, when the zoom is in the 0-15' range, it cannot be further reduced. This adds an additional 5 ranges to the unit's capability. The use of the "zoom" feature allows the viewer to select from 23 possible pictures and expanded pictures in the six basic depth ranges.

The picture moves from right to left and the movement of the sweep can be controlled in four speeds. If it is desired to examine the picture at any time, simply turn the speed control to 0 and "freeze frame" the picture.

Another feature of the Telescan 1000 is the dual alarm system. When activated, an electronic graph appears on the right side of the viewing screen. The operator can select minimum and maximum depth levels as desired.

Set the top alarm to the desired depths and the operator has the capability of "hearing" by audible alarm any fish that breaks the beam.

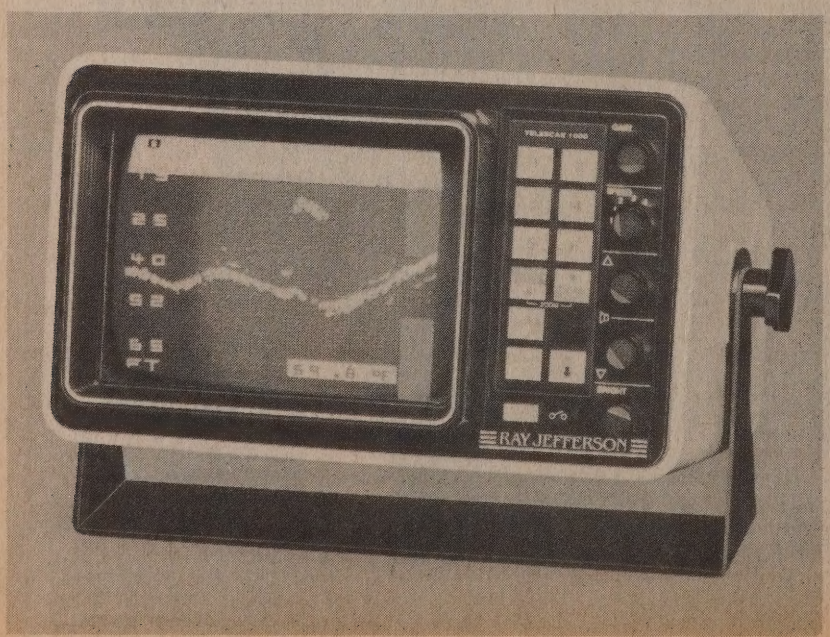
Set the bottom alarm anywhere below the actual bottom and the operator is alerted audibly to "dropoffs" and honey holes. This feature also allows the operator to set an "Anchor Alert" window to monitor any changes in water depth when at anchor.

Valuable to fishermen are two additional unique features: surface water temperature and boat speed. At the touch of the keypad, display either surface water temperature or boat speed without affecting the picture itslef. The operator can monitor trolling speed, read the surface water temperature and see everything that's happening in the water under the boat almost simultaneously.

The unit is rugged, compact and designed for marine use. The controls feature a waterproof keypad with touch tone for range selection, up and down zoom, water temperature, boat speed and range selector. The keypad is backlit for night viewing. There are controls for gain, sweep speed and freeze frame, upper and lower audible alarm and brightness controls.

The Ray Jefferson Telescan 1000 comes with a detachable sun visor hood, gimbal mounting bracket, unique tri-transducer transom mounting bracket with 20 ft. of transducer cable and a detachable power cord.

Manufactured by: Ray Jefferson, Main and Cotton Streets, Philadelphia, PA 19127; (215) 487-2800.



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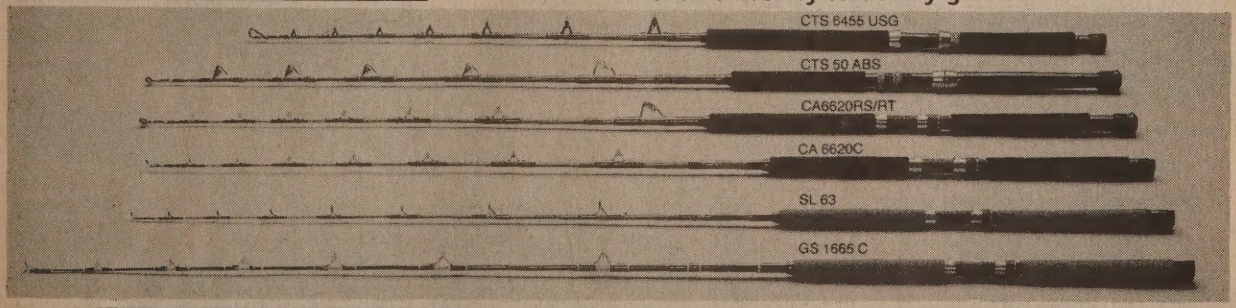

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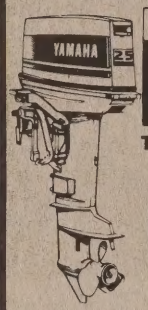

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THE TACKLE DOCTOR

by Russ Wilson

Dear Doc,

Page 9, Sept. 5th issue of The Fisherman (New England Edition) carries a paragraph in re your using some of the fine wire English hooks. I am interested in getting a thin shanked hook for snapper blues. Could you give me the name of the English firm carrying the fine wire version and any other information you may have about them? I'd appreciate it. Thank you.

Robert G. Collins.

Dear Robert,

I don't think you really need those fine wire English hooks for local fishing. The best, and quickest, solution is to visit a local tackle shop and request some Aberdeen style hooks. These are a light hook with a full round bend and needle sharp barb.

If you happen to snag bottom when using this style hook you can exert pressure on the line and the hook will bend open before you apply enough pressure to break the line. We normally use them when fishing for trout in the streams where snags are prevalent and hook losses are high.

Snapper blues will bite through your line no matter what style hook you use. The only exception to this are those long shank models that were common along the coastal area back in the late 50s and early 60s. Most fishermen no longer bother with the long shank style today because it does cut down on the number of strikes due to its visibility.

Incidentally, we've also used the Aberdeen style (Mustad 3262 or 3263 blued finish) for saltwater application even though they are considered a freshwater hook. The fine wire construction allows us to "hide" these hooks in the bait.

The English hooks that were mentioned were only available in very small sizes (8 through 20) and were designed for presenting a bait to those wary streamwise fish that inhabit English Chalk streams.

* * *

Dear Doc,

I am not a subscriber, but my son-in-law gets The Fisherman, and he gives it to me when he is through with

Fine wire English style hooks will do little to improve your snapper score.

it. The Fisherman is a great magazine and my son-in-law and I enjoy it very much. Enclosed find a self-addressed envelope and send me the address if you will please of C. Boyd Pfeiffer, a fishing supplier in Maryland. I find his name in my fishing library many times, but not his address. I understand his company sends out catalogs. I would like to receive one. We enjoy your column very much. Thank you. *Michael Feltovic.*

Dear Michael,

No sooner said than done. You can write to Boyd Pfeiffer c/o Tackle Crafters, 41303 Robcaste Road, Phoenix, MD 21131. There is a $1 charge for the catalog.

* * *

Dear Doc,

I fish party boats mostly for bluefish. About a year ago, I purchased four 350H Daiwa reels: one for my son, one for myself, one for a friend and one for a lady for a Christmas present for her husband. This past summer and fall three of these reels were used for bluefish. We fished in the vicinity of Montauk Point and Block Island. The three reels being used were spooled with 80 lb. test mono Ande line. Many times we had difficulty in bringing the fish to gaff regardless how tight the drag was set. All boat reels were Penns; four with the same 80 lb. mono. Even though many of the rented poles were in the hands of novices, they had no trouble getting the fish into gaff. The fourth reel has never been used due to fear of the owner that his reel would act the same as the rest. The three reels have been used four times on four different trips. On one occasion a fellow with one of the above-mentioned was having trouble bringing the fish to the boat when the mate reached over and tightened the drag all the way, with no better results. I have been given many reasons for this action but would appreciate your opinion. Many thanks. Sincerely yours. *Henry L. Gourdine.*

Dear Harry,

Yours is the first complaint we've received concerning the Daiwa Sealine reels. I have been using a pair of 400H Sealines for more than four years and have not encountered any problem with the product. I use them for trolling wire line, high speed trolling for schoolie bluefins, skipjacks and false albacore and think they are an excellent reel.

If I were you, I'd write to Daiwa explaining my problem. The Daiwa Corp. is a very aggressive outfit in the fishing tackle industry and carry on extensive field testing of all their products. I just can't imagine this being a widespread problem with the 350H Sealine reels. There is a guarantee on all Daiwa products.

You can write to Daiwa at: Daiwa Corporation, 7421 Chapman Ave., Garden Grove, CA 92641. Address your correspondence to the Customer Service Department.

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THE "WHAT IF" ROD

by George Sanderson

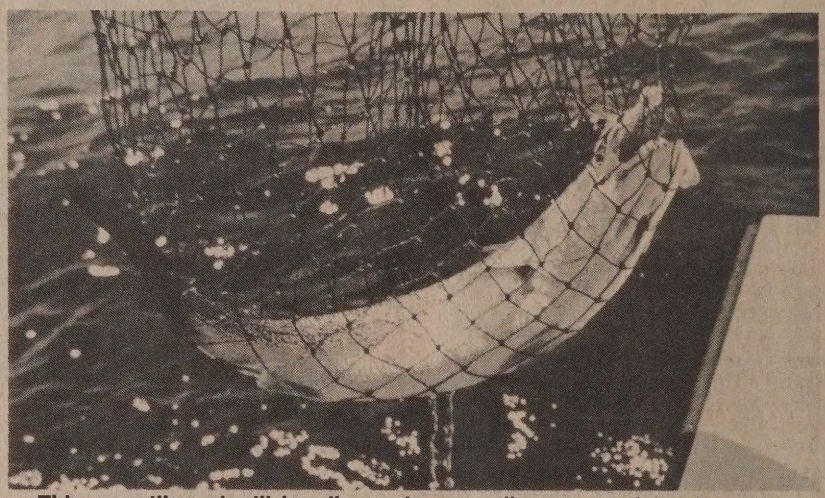
I hate "what if" questions. Whenever a customer starts asking "what if" questions in reference to custom rods, I know I am in for a hard time. These are usually the hardest people to sell a custom fishing rod. There's only one "what if" question that I welcome: "What if" you were going to fish a large coastal bay and could only bring along one rod...? Easy. I'd show him my 6' 6" spinning rod. This is a fairly heavy duty type rod—but still well balanced and light in weight. I would heartily recommend this rod to an angler who plans to fish from either a party boat or a private boat (large or small). It's sort of a compromise between a light tipped bucktail rod and a super heavy duty bottom fishing model—but it works.

Bucktailing for big weakies—it does the job. Bottom fishing with sinkers weighing anywhere from 2 to 5 ounces—it can handle it. Casting to surface feeding blues—no problem. Drifting for fluke—the sensitivity is there. It is so versatile that it can handle almost anything you ask of it.

I'm not recommending that you try to fish Delaware Bay (or anywhere for that matter) with only one outfit. But if budget, storage space, etc., put some restrictions on your tackle supply, this rod would be a good choice. It also makes a good "first" custom rod as it is fairly inexpensive to build.

Before detailing the rod itself I'd like to offer a suggestion. When you purchase a reel to be used in conjunction with your new custom rod (something around the size of a Penn 712, a 450 SS, etc.), buy an extra spool. Put 10 or 12 pound test line on one spool and 14 to 17 on the other. This will add to the versatility of your new outfit immensely.

Let's get started on the rod. You'll need a Lamiglas MB 84 2 F blank. These blanks come in different colors: the honey colored one is the cheapest and the smooth white costs a bit more. It's up to you. The first step is to do a little custom cutting. I cut approximately 6 inches off the tip. Cut a little at a time until a #10 tip fits. The result will be a blank with a fairly rigid action—it takes a nice fish to put a bend in this rod! A triangular file (filing a couple strokes at a time as you work your way around the blank) is the best method of cutting a blank. If you use a saw you run the risk of splitting the blank.



This versatile rod will handle weaks as well as most sinker bouncing chores.

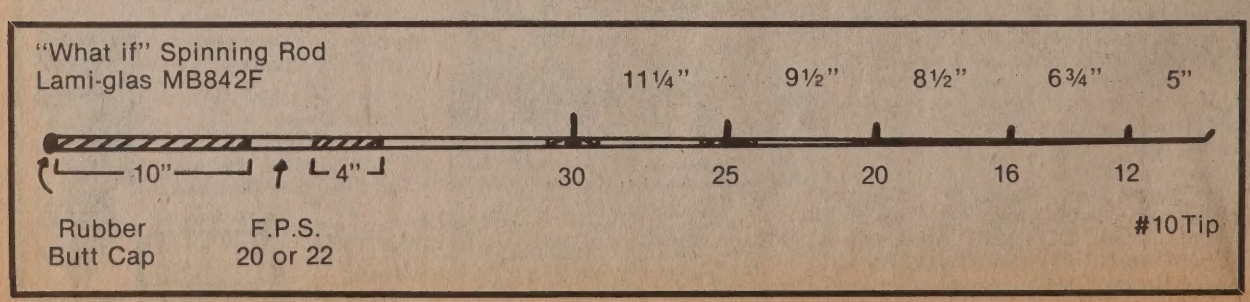
On a rod of this type I find it best to install a 10 inch butt grip. Why? Several reasons. It will ride well in a rod holder and it will allow me to cast the rod two-handed if more distance is desired. Also, I can use the longer butt when fighting a big fish. Use a large rubber butt cap, then if you have to brace the rod against your body you will be a tad more comfortable.

Try Fuji's FPS 20 or 22 reel seat. You might find an aluminum or chrome over brass a little less costly, but spend the few extra bucks and get the Fuji graphite composite. The 22 is a little larger than the 20, although both will work.

The length of the fore grip is up to you. Four inches will suffice in most cases, although some people prefer a 6 or 8 inch grip in front of the reel seat.

You'll need five guides. Choose guides that are extra strong. You don't want to use single foot or unbraced guides on this rod. Fuji Hardaloys or a braced frame aluminum oxide are both good choices. You should have no problem finding a size 10 tiptop to match up with the guides you use. I would definitely underwrap the guides with a size A or D thread for a better mount.

It is my firm belief that there is no such thing as an all around fishing rod. But, this spinner comes close when it comes to seeking fish in the bays. What's that you said—"what if" I was going surf fishing and could only... wait a minute... let's leave that for another article.



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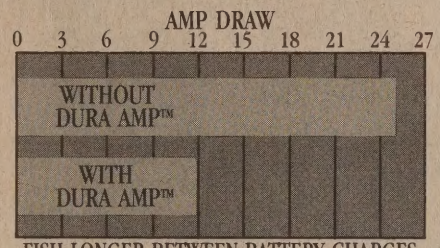

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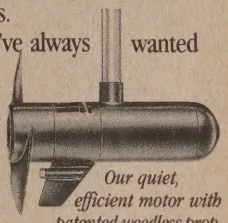

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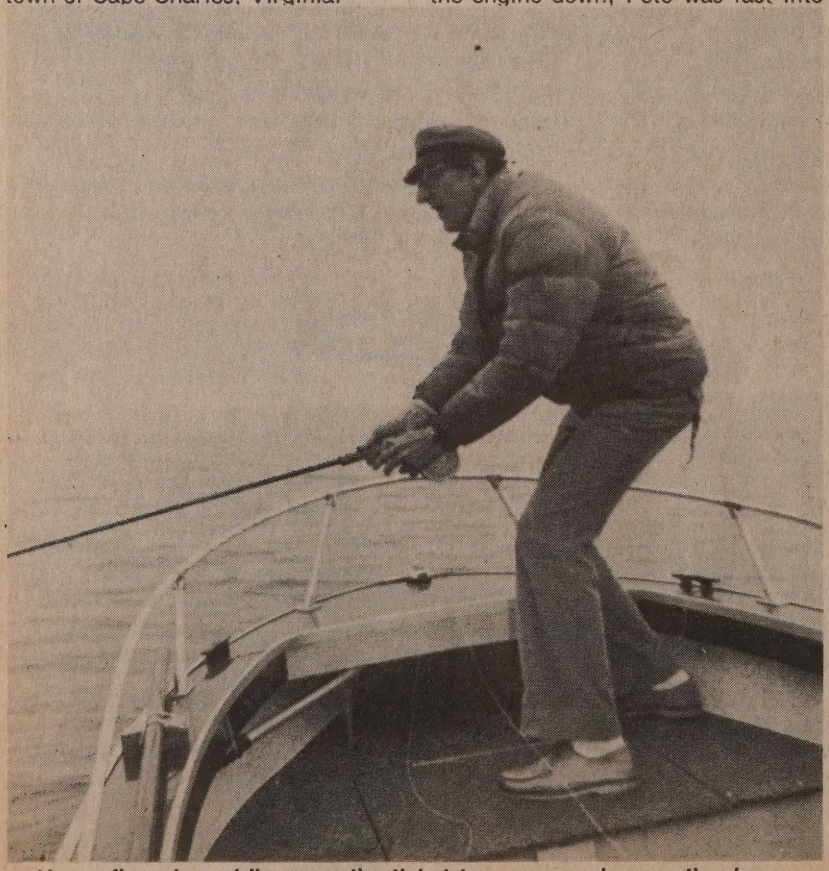
VIRGINIA'S BARRIER ISLAND BLUES

by Gary Diamond

It was close to 10PM when the phone rang and the voice at the other end said, "The blues are running. I'll be there in an hour." A click followed by a dial tone let me know that the person calling meant business. Exactly 59 minutes later, a car pulled down the driveway and out hopped Pete Peters, clutching a suitcase, tackle box, fishing rods and a Thermos full of hot coffee. "Let's get rolling," Pete said as he hurriedly stashed his gear in the back of the boat. "The fish won't wait all day for you to hook up the boat." Ten minutes later we were on our way down I-95 from my home just north of Baltimore, Maryland. Other than a quick stop for gas and more coffee, the 4½ hour drive was non-stop to the town of Cape Charles, Virginia.

distant horizon, the boat was loaded, launched and we were on our way out of the harbor entrance. For the first half hour, I slowly worked my way towards the mouth of the Chesapeake Bay. Running a boat at high speeds in total darkness can be pure suicide in an area loaded with crab pot markers. At first light, I eased the throttle forward and put the boat up on a plane. Pete developed a grin from ear to ear when he spotted the birds working the shallows through the early morning haze. "There they are," he bellowed, "just to the left of the island." As we blasted across the dead calm water, you could see the telltale explosions on the surface where mammoth, chopper blues were busting baitfish. Before I could shut the engine down, Pete was fast into



Heavy fly rods and lines are the ticket to success when casting large, wind resistant poppers.

was doing everything in its power to dislodge the 8 inch plug from its jaw. A couple of false casts with my 12 weight fly rod and we were hooked up with a double header.

At the end of two hours, we had filled the 86 quart cooler to the brim with broad shouldered blues and started releasing our subsequent catches. You're lucky, indeed, if you can pack more than six or eight blues of this size in a large cooler. It wasn't until nearly 10AM when the rest of the fleet arrived on the scene, but the majority were drum fishermen and considered us somewhat insane for chasing the choppers in the shallows. The action was non-stop until the tide went slack around noon and we headed for a shallow bar where we had lunch.

In order to get in on this fantastic bluefish action, you'll need a small boat. Most boats of 16 to 20 in length, drawing less than 18 inches of water will suffice. The shallow draft is extremely important when fishing the shallows of Cape Henry. Troughs and deep pockets are often behind sand bars and the only access is by tilting your motor up and push-poling over the bars to the pools. The same method is used when fishing the flats of the Florida Keys for bonefish, permit and tarpon. Push poling allows the angler to shut the engine down and move quietly into an area that he normally couldn't reach.

Once you've gained entrance to the shallows, you'll usually see the telltale swirls of feeding blues. However, there are times when the only evidence of the choppers is a few dead bunker floating on the surface with a half moon shaped wedge cut from their anatomy. This is where reading the water comes in handy.

Bluefish are creatures of habit. They'll invade the shallows during high tide, feed on the bunker taking refuge and make a hasty exit as the tide ebbs. Those tiny troughs, rips and cuts will hold the majority of the baitfish and, consequently, a preponderance of huge, chopper blues. As the tide begins to move out, you can once again use some Florida tactics by staking or anchoring your boat along the outside edges of the bars where a deep trough cuts through. More often than not, the blues will exit through

these cuts, feeding as they migrate back to the deeper water. The deepest cuts usually provide the best fishing.

If you take a close look at a chart depicting the lower DelMarVa Peninsula (NOAA #12224), you'll discover the entire area is nothing but a series of shallow bays protected by several barrier islands. The bays empty through many unmarked inlets, which provides the visiting angler wih some fantastic fishing opportunities. Although some inlets are extremely deep and wide, others are just a shallow cut through the surf, making them extremely dangerous during tidal changes. When the wind opposes the tide, standing waves can build to unbelievable heights which could easily swamp a boat of any size. However, by carefully selecting the water you intend to fish, you'll likely encounter few if any problems—especially if you work the inlets close to the mouth of the Chesapeake.

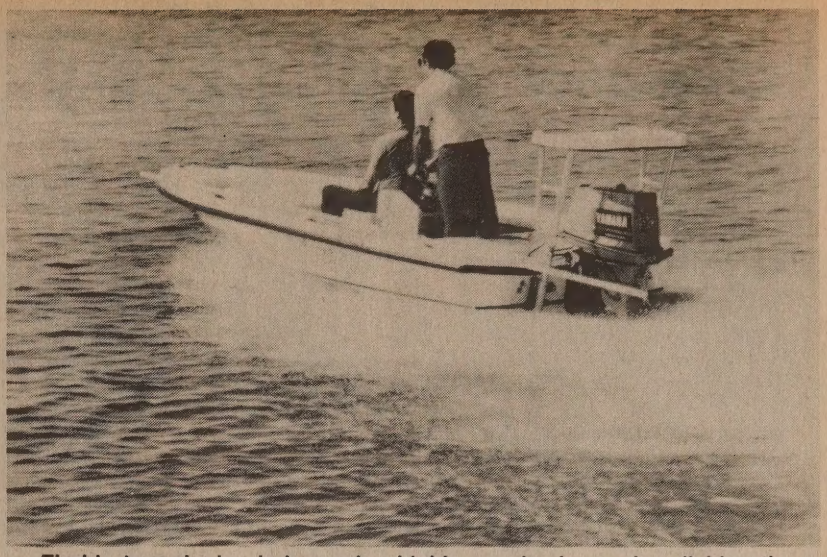
Fisherman's Inlet, located at the very tip of Cape Charles, is a great place to start. Nestled in the shadows of the Chesapeake bay Bridge Tunnel, this small inlet usually sees huge concentrations of chopper blues from mid-April to late May. Here, the depth averages about three feet, but hundreds of shallow bars protect the many deep pockets behind the inlet. The only good method to fish this particular area is by push-poling and casting to the swirling blues. However, when the tide begins to fall, you'll only have two hours at best to get out before you're hopelessly trapped until the next high tide. By fishing the outside edge of the inlet during falling water, you'll extend your fishing time several hours.

Smith Island Inlet, once a section of the Intercoastal Waterway, has been one of my favorite bluefish spots for years. With depths averaging only two feet, and lots of underwater obstructions, this particular inlet can be somewhat dangerous. But, the number of huge, chopper blues migrating through the area often make the risks worthwhile. Wind and tide conditions play an important role when fishing Smith Island Inlet—too much of both can be hazardous to your health.

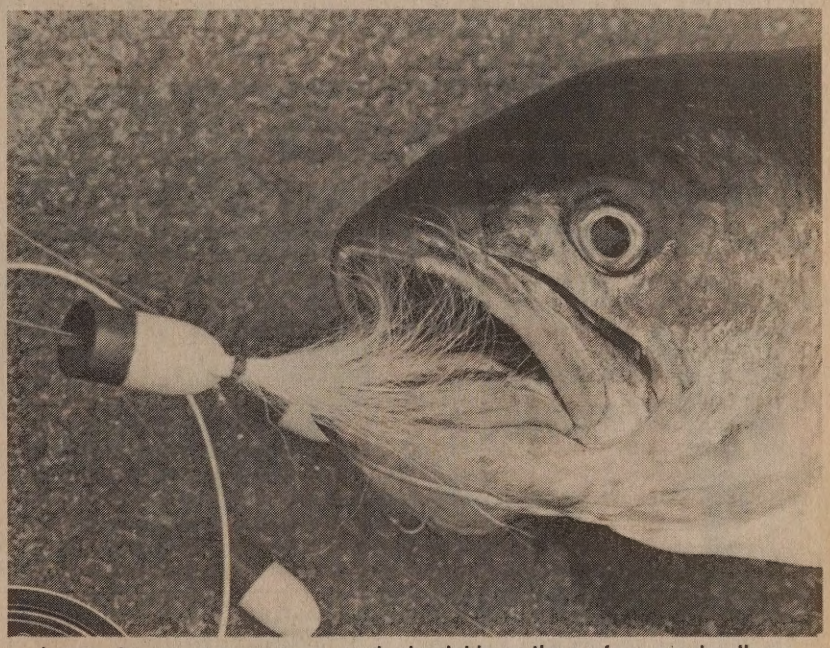
The next fishable inlet up the coast is Little Inlet, a tiny slice through the sand leading to Big Creek Marsh. Several local anglers fish this area for fluke during midsummer, but because the locals consider blues trash fish, you'll have the place to yourself during the spring runs. The best way to gain access to Little Inlet is during high tide. Several shallow bars protect the beach from erosion and also prevent boats from entering during periods of low water. However, the place is filthy with bluefish and situated smack dab in the middle of a huge tidal marsh.

Ship Shoal Inlet lies just north of Little Inlet and slices through the beach between Ship Shoal and Myrtle Islands. Hundreds of square miles of

(Continued on next page.)



Florida type rigging is becoming highly popular for anglers fishing the shallow waters among the barrier islands.



Large streamers or poppers, worked quickly on the surface are deadly on the choppers.

BARRIER ISLAND INFO

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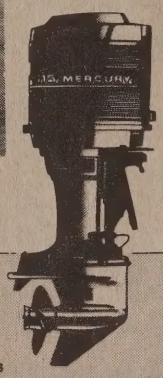

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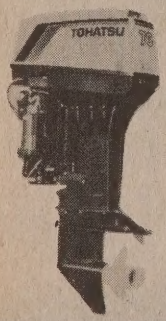

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tidal marsh drain through the inlet during the outgoing tide—a perfect spot to intercept migrating blues. Often during the early portion of the season, you'll see thousands of blues rolling on the surface as they make their way through the tiny cut. Large surface plugs and streamer flies cast along the edge of the schools is like rolling a wine bottle through a jail cell. Again, use extreme caution when fishing these tiny cuts through the sand: the standing waves reach unbelievable heights.

New Inlet, is one of the trickiest stretches of water along the Eastern Seaboard. The only approach I know of is from the ocean side. The shallow water consists of nothing less than a series of bars running parallel to the beach. You can, however, get to the inlet by running along the beach about 200 yards from shore during slack tide. The same conditions will have to exist when leaving the area or you could get into trouble. The fishing here is fantastic. Huge schools of blues migrate through the inlet daily, offering the fly rod enthusiast excellent sport. Streamers, cork poppers and bucktails cast among the choppers attracts lots of attention.

Everyone has his or her own preference when it comes to fishing tackle. Whether it's a graphite custom or limber fiberglass rod is of little consequence to the fish. They don't give a hoot about what threw that plug at them. However, you have considerably fewer fish throw the hook if you use a rod with some backbone. As one friend of mine put it, "When you set the hook, it should snatch out their tonsils and invert their hemorrhoids. Anything less than that and you're kidding yourself." Blues do have a tough mouth and when you're trying to put a 4/0 hook in that bony jaw from 50 yards away, it takes a little beef at the user end of the rod. Fly rods should be heavy enough to throw big streamers and poppers, handling line weights from size 10 to 13 with a saltwater taper.

For a push pole, I prefer using a 10 foot length of galvanized conduit with a 12 inch "T" at the end. The "T" fitting will prevent the pole from digging into the muddy bottom areas. Not only does the pole provide you with the ability to silently sneak around in the shallows, but it can get out of a bad situation when you inadvertently run aground on one of the sand bars.

Fishing for blues in the shallow flats behind Virginia's Barrier Islands is no different than fishing the flats among the Florida Keys. You'll have to do a little exploring to find the better spots and mark those places on your charts for future reference. Obviously, the water is not gin clear, so you'll have to keep a keen eye on your depth finder or you'll likely run aground. But, the many uninhabited islands and the vast tidal marsh makes fishing for those huge choppers just as exciting as casting to tarpon in the Florida Keys...

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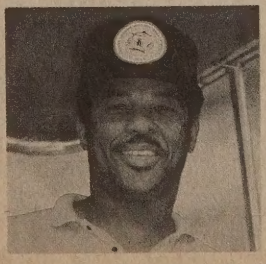

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WEAKFISHING BACK WHEN...

by Matt Ahern

At one time or another, most of us have heard stirring tales of the excellent weakfishing that existed in the long ago. Those of us who haven't heard those tales have surely missed out on something. And I'm sure that those who listened often wondered if all those pulse-pounding stories could possibly be true. You know the type of story I mean: where catches of a hundred or more tiderunning weakfish—some reaching 12 pounds and better—were common; weakfish as numerous as bergalls, etc., etc.

Well, I can tell you those tales (most of them, anyway) are and were true. I fished through that golden period. I was in on those great days of super weakfishing.

Let me begin by saying that at the time of the particular event I want to tell you about, I was not a novice weakfisherman. I had been catching my share of weaks for a good many years, mostly in Jamaica Bay, Freeport and a smattering of trips to Great South Bay—usually in the Moriches area. But I lacked one adventure: I had never gone weakfishing "out east," that Mecca where, I had been told, the fishing was even better. I didn't know if this could possibly be so, for certainly I was doing quite well with the local weakfish. Those tales, though, left me breathless in the telling. Some day, I vowed, come hell or high water, I was going to try it.

Fortunately, in this respect, I was well acquainted with a weakfish fanatic who knew just about all there was to know about the sport at that time; but we had never fished together. His name was Ed Dein. He lived in Farmingdale and was a car inspector for the Long Island Rail Road.

While Ed enjoyed all kinds of angling, his one great love was weakfishing. No matter how good the flounder or fluke fishing might be at the moment, if there was once chance to catch even one weakfish, Ed would devote all day trying to catch that lone fish. All other fish could go hang—all he wanted was a chance at the weaks. You can bet those few times I eventually fished with Ed Dein were educational to a high degree. He was a fine sportsman; often kind and generous to a fault.

One day in early May, 1943, Ed got in touch with me. He told me he planned to spend two days weakfishing at Sag Harbor toward the end of the month, and did I want to go with him. Did I! I jumped at the chance. I couldn't wait.

Ed knew I was due to go in the army the following month, and as he had been all through the First World War with the Fighting 69th (one of the few survivors), he figured, I guess, knowing that I was about to face, and not knowing when or if I'd ever get to go fishing again, he'd treat me to a trip I'd long remember.

We had gasoline rationing during the war, of course, and the allotment didn't allow much for recreational purposes (three gallons a week with an "A" card was it—and most everyone had an "A" card). To drive to Sag Harbor was out of the question, so we took the train. During the early morning hours of Friday, May 28th, I met Ed at Jamaica Station, where we boarded the steamer to Montauk. We were off on what proved to be one of the greatest fishing experiences of my life.

We left the train at Bridgehampton and took a cab to Sag Harbor. Ed left me to take care of the rowboat he had reserved while he went about seeking an overnight boarding house (I believe the rowboat station was called "Healey's," but I am no longer certain). Ed joined me a half hour later, saying he had gotten a room for us for five bucks apiece—with breakfast and a box lunch for the next day thrown in. And this during wartime years when everything was supposed to be outrageously over-priced!

I had purchased three pounds of fresh local squid at the rowboat station (there was no such thing as frozen squid those days), and in minutes I was putting my back to the oars while Ed rigged the tackle and prepared the bait (no gas for outboards those days, either).

Our destination was to be about a quarter mile out from the breakwater. Ed told me there was no special spot; just anchor up and the fish would come.

I hadn't paid much attention to Ed while he sat in the stern rigging our rods. I knew the basic rig would be a 4/0 regular-shanked Sproat on a three foot leader tied in about three feet above a suitable bank sinker, which turned out to be a two ouncer.

It was because of this lack of attention to Ed's doings that I was pleasantly surprised and more than elated when he handed me a newly-converted fencing foil rod, telling me it was my going-away present. I'll never forget you, Ed. You were one fine gentleman. I had that rod for years until a two-legged skunk lifted it from my car at Captree.

As I took in the highlights of that rod, I actually trembled with anticipation. I had been primed with tales of Sag Harbor weakfishing for years. Now I was about to find out just how true those stories were—and with the likes of a rod one rarely sees today. I guess you might say it would take another tackle "nut" to understand just how I felt at that moment.

Anyway, I weaved a three inch slice of squid on the hook, making sure I allowed the mandatory inch or so to trail in the current as an enticer, then dropped the rig overboard into about 20 or 25 feet of water, put the reel into gear when I felt the sinker strike bottom, reeled in the slack, and waited. But not for long.

Pow! I was hooked into my first "out east" weakfish.

Most of my previous weakfish had been caught on the surface while drifting sand worm bait, but there was no difference in the scrap that followed. This fish battled just as hard on bottom and was just as strong as any I'd hooked over the years. Depth of water proved no deterrent and that fencing foil countered any surge and run the fish used to throw the hook, seeming always ready to sway the fish at the most crucial moment when the outcome could go one way or the other.

I asked Ed to net the fish, but he had his hands full with his own scrapper; so I quickly reached over, grabbed the net and slid it under my fish. An easy six pounds if it was an ounce.

"Let it go, Matt," Ed said, reaching for the net and sliding it under his fish. "We'll get bigger ones before the day's out." And he was right. There seemed to be no end to the action. Hit bottom and immediately a fish was on. It was wild fishing; one of the wildest I'd had until then and I'll never forget it.

We totaled about 75 weaks the first day. They ran from 3 to 9 pounds—and we didn't keep one! Every fish was carefully unhooked and returned. Even those with severely torn jaws were given a chance. It was Ed's idea that Nature would take care of her own.

There were several reasons for returning those fish: not only did we expect to duplicate our catch the next day, but had we kept them not only would it have been difficult to keep those weaks in prime condition, but those days weakfish were a drug on the market. Mr. Healey cautioned us earlier that no one would take them off our hands. But the most important reason was that all those fish were spawn-laden females—not one male fish did we catch. I recall we also had several large sea porgies and a sprinkling of fair-sized kingfish.

We could have remained fishing longer that first day and caught more weakfish—no question about that, for those fish were certainly in a feeding frenzy. But we didn't. We were both pooped, what with the long train ride, and being up just about all night. Enough in this case was certainly enough.

After supper that evening, we spent a few minutes checking out the sights of Sag Harbor. I find nothing today has changed very much. It is still the same beautiful village—perhaps a little less quiet; but that's all.

The next morning found us fishing before seven o'clock and we remained out there catching fish after fish with simple ease until a little past one. There was absolutely no end to the action: down—up. Down—up. It was another banner day, long to be remembered. I suppose we could have stayed a bit longer, but there was a train to catch.

We didn't keep score on our catch that second day, but I'm sure we caught close to 150 weakfish between us (maybe more). The largest was about 11 pounds (estimated weight), which Ed caught. That was okay with me. Who better deserved the largest fish than that fine, gentle, unselfish fisherman?

As we had done the previous day, we again returned all our fish as we caught them, setting aside only a dozen or so of school size.

I suppose now that you have read this you would be justified in believing we were just plain lucky; that we had hit upon two exceptionally good weakfishing days. But not so. That's the way weakfishing was most days when a guy fished that area. You can also add the Peconic Bay sector to that, too. It was just as good—in fact, some will tell you it was even better (but I don't know how that could possibly be).

There's more to tell, but I've run out of my allotted space. We'll get to it soon.

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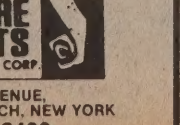

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ROD CARRIER

by John Jol

Have you ever had to fumble with those clumsy rain gutter mounted rod racks? The kind sold by discount department stores and bait and tackle shops. Have you ever tried to remove your rod in a hurry with the bass chasing bait along the rocks only to find you cannot remove those tiny snap clips? Or have you had to carry that big surf stick hanging out the window of the car only to have it snagged on a roadside sign or tree? CRACK!! Down the tubes goes a $150 custom rod. The both of us have, at one time or another, experienced all of these things—the most damaging being the loss of that custom built graphite rod. I saved for months to have that rod made.

Well, we hope to be able to show you how you could make for yourself, in a couple of hours, a pair of roof top rod carriers that will solve all of your rod carrying problems. We have used ours for two years and have built them for friends and have had no complaints.

On a recent trip to New York's Salmon River in Pulaski, the rod racks were such a hit with the local fishermen, one actually offered to buy the racks right off of our truck. Carrying those long steelhead rods can be a problem because most will not fit into a car or truck without having to dismantle them.

All materials can be had at the local lumber yard or hardware store. We hope to be able to offer you a choice of lasting hardware. The first set we made did not last as long as we had hoped, but on a second set we solved that problem. The hardware we came up with is a little more expensive, but it sure is strong and durable.

First, let's gather the materials. The first thing on the list will be two pieces of 1''x2''x5' hardwood such as poplar or oak, the latter being a little more expensive. If you want the racks to last forever, we would suggest using aluminum bar stock of the same dimensions, available at most good hardware stores. You will need about 36 inches of 1½ inch PVC pipe to be used for the rod butt holder. Next on the list will be 12, 1½x¼ flat head screws with washers and nuts. You might want these to be one of the non-rusting variety (bronze or stainless steel). You will need six stainless steel spring clamps and 12 sheet metal screws, again stainless or bronze.

Finally, it's time to make a decision about the method by which you would like to attach your racks; the choice is

View shows stainless clips for r the capacity of this setup.

Carrier is mounted to roof of Sc in upright position.

yours. The first choice, which by ou experience was the cheapest and th least durable, was the rubber suctio cups and straps like those used o inexpensive luggage carriers, an clip-on rod carriers. These may b bought at K-Mart or any departmen store automotive department. Th next choice, the better of the tw

S THAT WORK

e & Jim White

More clips can be added to increase

Note slots cut into pipe to hold reels

choices and the one that we recommend is a manufactured fastening kit called "Top-Totes." They come in three styles to choose from according to your needs.

The model we chose to use was the TT-10 model. These are bit more difficult to find, but not impossible. We got ours from the automotive department of a major department store. If you really cannot seem to find them in your area stores, the address of the manufacturer is Concord Carriers, Beharrell Street, Concord, MA 01742. I'm sure they would be glad to tell you where in your area you may purchase them.

Now, let's get to work. The first thing that should be done is to put a coat of good enamel paint (color of your choice), or a double coat of polyurethane. This serves to seal the wood and protect it from the elements. If you had chosen the aluminum bars, you could skip this step. Next, take the PVC pipe and mark and cut with a hacksaw, six 6-inch pieces. Now, measure the width of the widest leg on your biggest spinning reel. With this done, you will have to cut a slot in each of the six pieces of PVC pipe. This is easily done by drilling a half inch hole about three inches from the end of the tube. Then, with your hacksaw cut done to the hole one cut on each side of the drilled hole. Your reel should fit into the slot. If it does not, you can widen it with a file; if it is too wide do not be too concerned. Next, from the opposite end of the PVC tube and in line with the reel slot, measure and mark and drill two quarter inch holes. One at 1½ inches and the other at 2¼ inches from the end of the tube. Drill these holes all the way through the pipe, this means through both walls of the pipe. This is so you can insert a screwdriver when tightening the screws. You should next attach your choice of fastening hardware to the wood or aluminum crossbars. This is done according to the directions and with the screws supplied with the hardware.

The PVC tubes are attached to the crossbar, six inches on center. In other words, measure and mark from both ends of the crossbar 2, 8, 14 inches. Now drill quarter inch holes at each mark so that they line up with the holes you drilled in the PVC tubes. This done, use your ¼x1½flat head screws to attach the tubes. The final step in assembly is to attach the spring clips to the other crossbar. They're also attached six inches on center so that they line up with the PVC tubes. Use the sheet metal screws to attach the spring clips. You may also want to wrap some vinyl or rubber tape around the clips so as not to mar the surface of your expensive fishing rods.

Now, attach the carriers to your car, beach buggy or 4X4. Load up the rods and let's go fishing.

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GATEWAY: A GREAT PLACE TO START

by Herb Buch

Gateway National Recreation Area is a collection of waterfront properties in the Metropolitan Area that, among other things, offers extensive fishing opportunities to the residents of the Big Apple and its environs. There are bulkheads, bridges, piers, jetties, inlet beaches, and high surf areas that provide just about any kind of shore fishing you could desire. Catches range from flounder and sand porgies to cow stripers, along with everything in-between. The wonderful thing about Gateway is that it is available not only by automobile, but by subway and/or bus, and for some lucky individuals, by walking. There is even limited access to four wheel drives at Breezy Point.

Due to the interest expressed by area residents, much of the park has been kept open to fishing. Now something has been added: free clinics to teach the rank beginner, or boat fisherman, how to cast as well as many of the other skills necessary for enjoying the various opportunities available. These sessions take place at Fort Tilden, which is in the middle of several of the best surf fishing locations.

If you have ever had a desire to learn how to cast, or just to try your luck from the beach without making any investment or commitment, here is your chance. When summer approaches, make a reservation for one of the casting clinics, and just present your eager self at the appointed place and time.

First time on the beach and catching fish.

You will be greeted by enthusiastic park rangers, who love the out of doors, and who will do their best to teach you whatever you want to know as a beginner. The first hour will be spent in a lecture hall. You will see a slide show to acquaint you with the park and its opportunities. A pamphlet titled "Fishing At Breezy Point District" and a leaflet with the same title will be given to you. The two publications are not duplications of the same material. One of them is heavily illustrated with diagrams of tying knots, identifying fish, etc.

Most people never think of it, but in order to rig up for some fishing you have to know how to tie at least one good knot. The printed matter shows both the improved clinch knot and the Palomar. After the introduction to knots and rods and reels indoors, the group moves out onto the field and observes the rangers tying the knots. The use of a wood hoop to simulate the eye of a hook or swivel, and rope instead of line makes it easier to learn how to tie the knot. When everyone has demonstrated the ability to tie one of the knots, the rods and reels belonging to the park are rigged up and casting instructions begin. Each person gets a chance to practice until they have some confidence. At that point, the equipment is loaded into a vehicle, while the group proceeds to the beach, an easy walk. The day that we were there the rangers had to clear sunbathers from the fishing area for the safety of all concerned. However, few surf fishermen would be doing any serious casting between eleven and one on a bright summer day. During our usual early, or late fishing sessions there is rarely anyone around except other casters.

The instructors supervised last minute preparations and supplied fresh cut squid strips as bait. The surf was very mild and bank sinkers were used to allow easy movement of the rigs in the hope of tempting some of the fluke that are often feeding along this beach. This was one day that the fluke took a holiday, but smooth dogfish more than made up for the loss. Instead of the usual brief stop of a fluke hit, these small sharks really

rap the line and they also put up quite a tussle. It is difficult to describe the excitement and happiness of a beginner who catches a fish from the beach on the first try. Every beginner is not lucky, but some clinic sessions have produced many fluke; others many dogfish. Some day with the right tide and a bit of luck a beginner will likely hook and land a bluefish, as they are often working bait just a bit off the beach.

After you have had your initiation into the sport, or have polished off some of the rough edges, it will be time to put your new skills to work. If your goal is to become a true surfman, you can begin by bait fishing for blues in the early morning, or late afternoon. Parking is available very close to the beach at both Riis Park and at Fort Tilden. Both of these beaches are marked by wood, concrete or rock groins that can have nice holes at their ends, or cuts along one or both sides. Buy a couple of fresh bunker, and relax in the fresh air while you wait for a hit. Blues have shown up well as early as May, and can often be taken as late as the end of November. Carry a couple of tins with you in case the fish are on top, chasing bait.

Another hotspot is the beach near the jetty at Breezy Point. This one involves a long walk from the parking field, and is easiest to fish at high water. If the beach is quiet, the jetty is always a possibility, but footing is hazardous, and I would tell you to stay off unless you are going with an experienced person.

The literature that you received has good maps in it. You will also need a pass (free) to park at Fort Tilden or Breezy Point. The pass is obtained by applying in the building where the clinic is held, and showing fishing outfits for each occupant of your auto.

All of these beaches produce some fluke and rough fish even during the day. During the fall, there is also a good chance of landing a striper. Plugging at night has often been productive. Most fish are shorts (less than 24 inches) and have to be returned, but they are fun to catch. Weaks show up occasionally, but cannot be counted upon.

Perhaps you like a more relaxed type of fishing. You can set up your folding chair along the bulkhead behind Riis Park and fish for flounder in the spring or fall, sand porgies or fluke during the summer.

Since I have mentioned the jetty, I must tell you that a limited number of passes are available to use an off-road vehicle and drive out to it. Rules require that you stay on the track because there are protected nesting areas for terns at the point. The jetty produces flounder, fluke, blackfish, sea bass, porgies, blues, stripers, and weaks. It also produces lots of injuries due to slippery rocks. At higher levels of the tide, swells often move right over the top of the rocks. This a place for caution and experience to rule. There are times to just look at the

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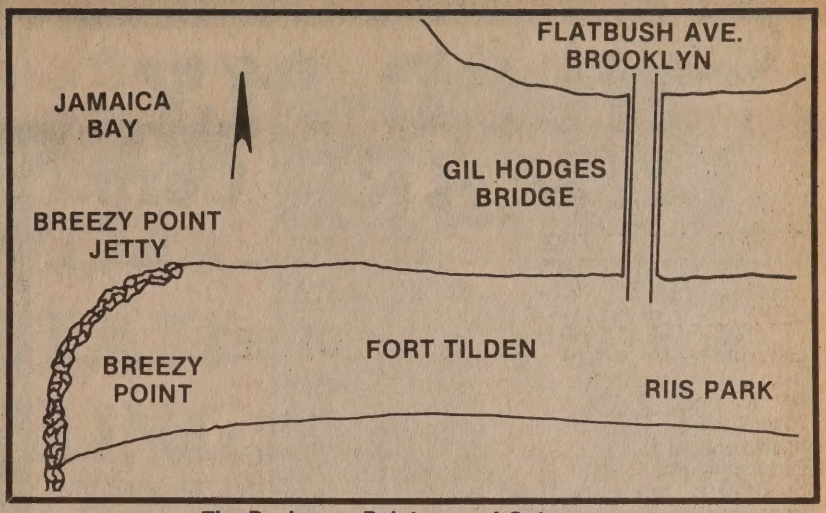

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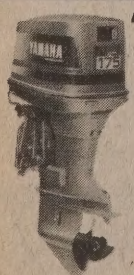

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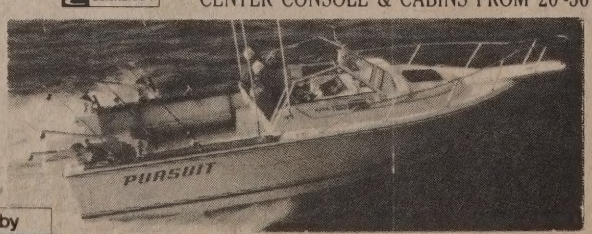

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rocks and then to turn your back on them. There is always another day.

If you are experienced, and equipped to fish the rocks. I can give you some advice. Choose a night with a light surf and a low incoming tide. The waves will be working against the current on the ocean side making food water for bass. Work five inch size swimming plugs very slowly, as you move from one favorable rock to another. Cast your way back to shore before high water arrives. My best luck with stripers has been on the side I described, from the pocket on out to the bad spot, where the rocks are low and tricky. The end of the jetty can be very good, but leave that for when you have more experience and time, as it is easy to become stranded through the high water. A long handled gaff is necessary if you decide to use big plugs or eels, because some big fish are taken each year and you could be one of the fortunate few. It is possible to work a big fish into the beach to land it, but most cows will cut you off on a rock before you get them to the shore.

This is just a brief outline of Gateway fishing. The cross bay bridges produce blues (big and small), weaks, flounder, bass and tons of snappers in season. Winter often brings runs of herring. Canarsie Pier is easy to get to and fun to fish. Plum Beach has its advocates. The Staten Island portions of Gateway have been covered before in this magazine, and the famous Sandy Hook area belongs to New Jersey.

Learning to cast can be your method of becoming active in any or all of the types of shore fishing mentioned above. Do not miss out on the instruction just because you can cast a bit, because there is something there for most new fishermen. The instructor who led our group was Dave Taft, an enthusiastic fisherman who knows his area well. He was ably assisted by Ann and Jean, who made the ladies in the group more comfortable by showing them that women can also master the necessary skills. Even if you are an old hand at the game, but just want to apply for your fishing pass, join a group and learn about this locale from people who spend all of their time in the beach area. It was an experience that we really found both instructive and enjoyable.

Write to: National Park Service, Gateway National Recreation Area, Headquarters Building #69, Floyd Bennett Field, Brooklyn, NY 11234, and request their bulletin listing all of the activities. It also provides information on getting there. When you are ready to attend a session, call (718) 474-4600 to make your reservation or obtain information. Most of the sessions are held during July and August on weekend days. One of them is specifically geared for youngsters aged seven and above. Even if you decide against the clinic, you or someone in your family is likely to find some other activity that would be enjoyable.

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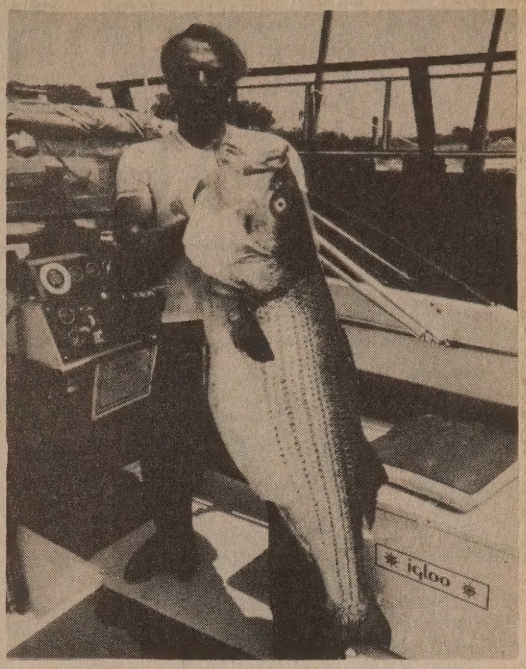

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POLLOCK	35	38
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"BUGS" FOR CODFISH?

by Tim Coleman

Elsewhere in this issue is a story by Butch Chagnon on a couple different methods of codfishing. Butch's story caught our eye so much we decided to give the bucktail heads with curly-tailed worms a try. Giving them the nickname "bugs," we fished them fairly hard at a variety of locations.

We'd like to say they were successful each and every time, but that wasn't the case. You'd best mark this story the same way as the one on the experimental bass plug back in our May issues. Bugs will not work for everybody. They hold promise, but won't replace the Norway jig nor the bait rig.

Since a lot of our codfishing is in 120 to 250 feet of water we hunted around for leadheads heavy enough to be fished deep. Looking on the East Coast, we found some Florida people who make 4 ounce bucktails for deep jigging, but we needed something a touch heavier. Our first bull's eye was on page 474 of the Bass Pro Shop catalog. They sell a bug weighing 5 ounces for the 1985 price of $1.49. The price includes the head and two tails (stock number 227-590). When fished with 16 lb. line and light rod, those proved extremely effective even in some very deep water when the tide wasn't running hard. There's a couple tricks to using bugs, but first a couple more words on suppliers.

On the West Coast, bottom fishermen are actively pursuing groundfish with different styles and sizes of bugs. One company, Sebastes Fisheries, sells a bug with monster hook destined for the Alaska halibut grounds. They also turn out lesser models for bottom bouncing off the California coast. You can get literature and prices by writing to them at Box 310, Kirkland, WA 98033. Send it to the attention of Mr. Fred Vander Werff. Another source of supply is Sportsmen's West, Attn: Mr. Hank Gumbel, E. 501 Sherwood Creek Rd., P.O. Box 9, Allyn, WA 98524. Using those three outlets one can purchase bugs from light to monsters weighing 16 or 20 ounces. Hint: the lightest bug that will stay down is the one that catches the best. This is true with any deep jigging lure, be it bucktails off Key West or Norway jigs off the northern New England coast.

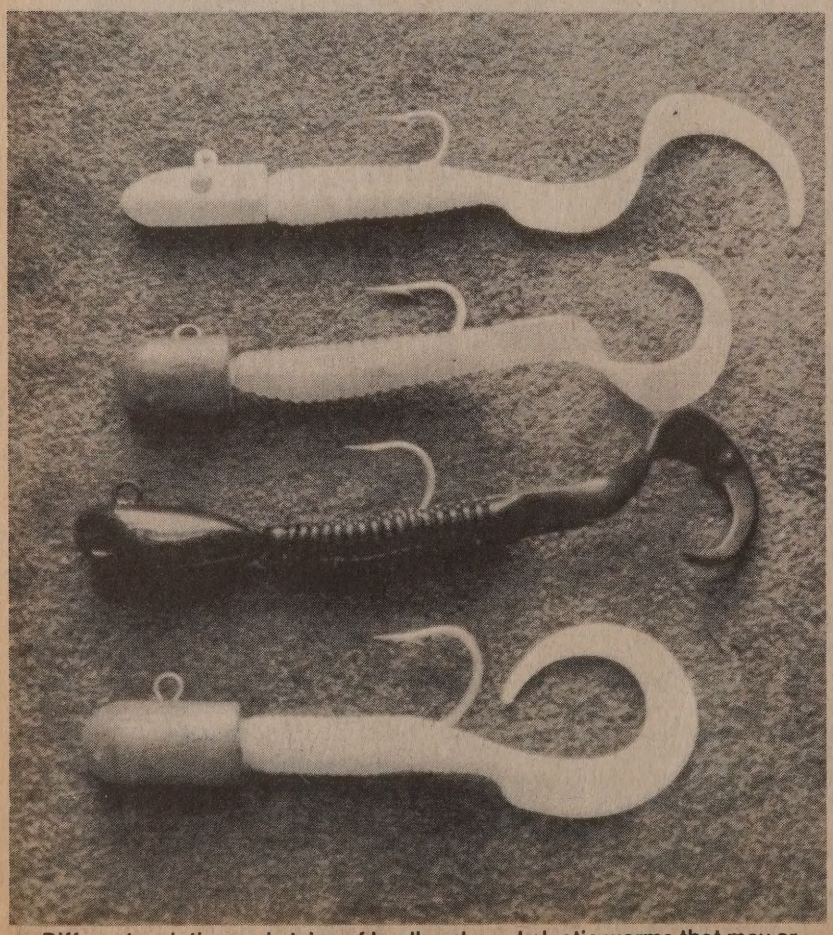
The first time we tried a bug was back in April on a wreck X miles off Block Island. It's a well known stopover for cod and pollock known to most captains in Point Judith and Montauk. As the boat swung on anchor I pulled a bug out and tied it on the line after putting on a three foot piece of 50 pound leader. The gent on my right poked me in the ribs and asked, "Hey boss, you ever catch anything with that?" Four hours later the bug had fooled four pollock from 22 to 28 lbs., a nice, first victory.

In subsequent tests the results ranged from lousy to very good. On trips to Georges Banks, the bugs caught tote after tote of fish. However, on one trip last August from Gloucester the lure stayed down all by its lonesome while regulars using standard jigs did okay. People on the boat were skeptical at first and remained that way by day's end.

In spite of some poor showings, I think bugs have a place in New England groundfishing. For instance, people fishing Shark's Ledge can use them just the way they do with a standard A series jig and tube: drop the lure to the bottom, then take five to ten slow turns on the reel. If you don't get a hit, drop it back and start over. The slightest movement of either the rod or current will bring the bug to life. On days when cod are a bit sluggish the slow movement of the bug will draw strikes while faster lures go by. This past July, on a wreck to the southwest of the Vineyard, I had a very nice cod on thanks to slow motion retrieve. That steaker didn't let that funny baitfish wiggle slowly by; he gobbled up a quick midafternoon snack. Unfortunately, he parted the light line on the wreck so he didn't pay the ultimate price for his mistake.

Other readers in small boats might try bugs on Stellwagen in the spring or some of the inshore spots off the north shore of Massachusetts. If you don't like the rigors of up and down jigging you might try slow fishing with bugs. It's easier on the body.

Folks interested in pollock can drop a bug to the bottom then reel it back at a speedy clip about 50 feet or so, then drop it back down and repeat.



Different varieties and styles of leadheads and plastic worms that may or may not improve your codfishing.

This works well while wreck fishing or, at times, on some of the peaks off the northern coastline. At one gill net meeting, Capt. Ray Gilmore of Hampton Beach, NH told me about Danny Angermann who worked his Norway jig that way for a pending line class record: 40 pound pollock on 16 pound line.

With the fixed, single hook, bugs can produce a solid hook-up time after time when speedily reeled upward. Sometimes you miss fish with the A series jig and tube because a fish grabs the lure just as the tube spins the wrong way. The hook on the bug is always in the right spot. And, don't be surprised if an energetic cod grabs hold once in awhile. I've seen large cod hold 30 turns off the bottom on some of the peaks off Portland, Maine and wrecks like the Andrea Doria. On one July trip to the Doria, a 38 pound cod snuck in amongst a real deck load of pollock. The fish hit a jig worked as fast as the angler could turn the handle on a Newell with 5 to 1 retrieve. The fish was easily 75 feet above the wreckage.

One trick you might try is spicing the lure with, say a piece of clam then fishing it near the bottom. Yes, that's right, put a piece of bait on, drop the lure to the bottom, take a half turn on the reel, then await developments. The largest cod I had on last season hit just such an artificial-natural combo. We were fishing a wreck a long paddle to the southeast of Nantucket. About the midpoint of the first coffee of the day my line tightened, then moved away. For a count of ten, it was a lopsided standoff but the big fish quickly took bug and light line back into his parlor. End of story. That same trip the captain caught silver hake on a black bug dressed with pieces of clam.

The idea of natural-artificial combo isn't new. Ask the bass fisherman about the red surgical tube dressed with sand worm or fluke guy who uses a small bucktail with squid strip. Codfishermen can do likewise. Keep in mind because the plastic worm is soft, plus the taste of the bait, cod will mouth the offering so you don't have to strike at the first hint of a buyer.

We also took the bugs on test runs to the cod rich grounds of Georges Banks to the east of Nantucket. On trips or times the strong tide wasn't running we caught fish after fish on the five ounce bugs. In one case, one plastic tail accounted for 25 cod from markets to steakers. At that point all you had to do was take off the battered tail and put on a replacement. I gave the chewed section to the captain to show disbelievers.

It helps, but is not essential to have a graphite rod when fishing bugs. The added sensitivity helps detect slight hits. Any cod over 10 pounds can softly inhale the whole lure which is felt as a slight bump, at which point you set the hook. And, since the bug only has one hook you won't foul hook many fish. That's a big plus in the fast tides of Georges.

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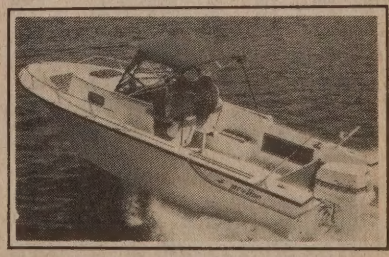

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DEVELOPING YOUR CAST NET SKILLS

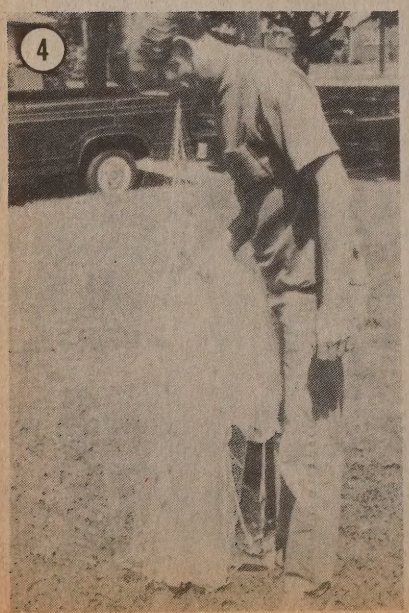
by Bill Berghof

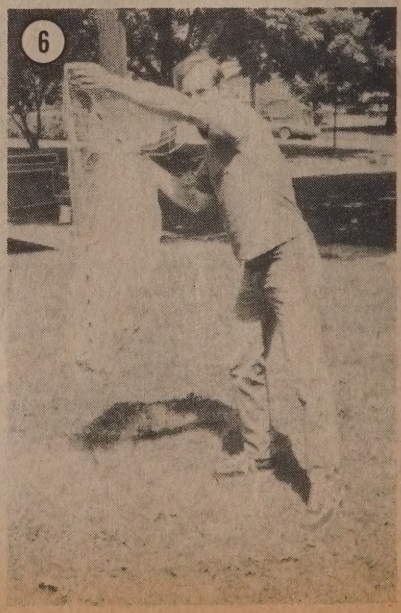
This highly efficient method of gathering fresh bait is rapidly growing in popularity.

You may be wondering what you can use a cast net for in New Jersey waters, since most cast netters are located in the southern part of the Coastal and Gulf states.

For those who may not know it, there are plenty of mullet (corn cobs) that migrate along our coast in the fall months of September and October. They can be good table fare and are certainly good bait for inshore and offshore rigs.

If you carry a cast net aboard your boat, you may have the opportunity to cast for live shiners or small bunkers





which are driven by the surface by feeding blues of weakfish. When these baits are live lined you can be assured of a full fish box every time.

Some other tips I would like to pass along: if you can see the fish they can also see you. The clothing you wear can make or break your day. Don't wear bright colors. Earth tones are best—browns, greens, blues. Try to wear pull-over shirts without buttons. The net always seems to tangle in them just when you are about to cast over a waiting school of mullet. Another important piece of equipment is an inexpensive pair of sneakers. Since you are going to be busy enough handling your net and watching a school of fish at the same time, you won't be able to watch what you are stepping on. Oyster shells can cut your feet just as bad as broken glass.

Another habit to form when cast netting is to learn to read the water. If there are any freshwater fishermen reading this article I think they already know what I mean. What is meant by reading the water is, the wake left by a fish or school of fish moving through the water, or any disturbance on the surface is a dead giveaway there are fish around. Look for quiet pools of water and shallows that look like a mirror. Scan the top of the surface for any possible movement or any break of the surface. Minnows that are being chased is a sign of bait being present or fish feeding. A good pair of Polaroid glasses will let you see fish or bait way down deep.

Once you find a school of fish your next step is to sneak up close enough to throw your net without spooking them, and then to hit the target with your net. Sometimes your target is moving. What I do to improve my accuracy with my net is to put a 10 inch paper plate on my lawn and practice throwing the net over it. The object of this is to get the thimble of the net to land on the paper plate. I know it sounds impossible but believe me it can be done.

There are three enemies of a cast net: sun, rocks and large bluefish. After your day is over, take the garden hose and rinse the net off. Hang it up to dry the thimble in a shady area.

Rocks can be a real problem. Once the net is caught and tangled on a rock do not try to pull it off with the haul line. You are better off wading out and taking the next off the rocks.

One of the most unusual things that happened to me with a cast net was when I went night bluefishing on a party boat. I took my cast net to catch live bait before the party boat left the dock. I use live bait whenever I can. Well that night the blues were working a school of squid, which were

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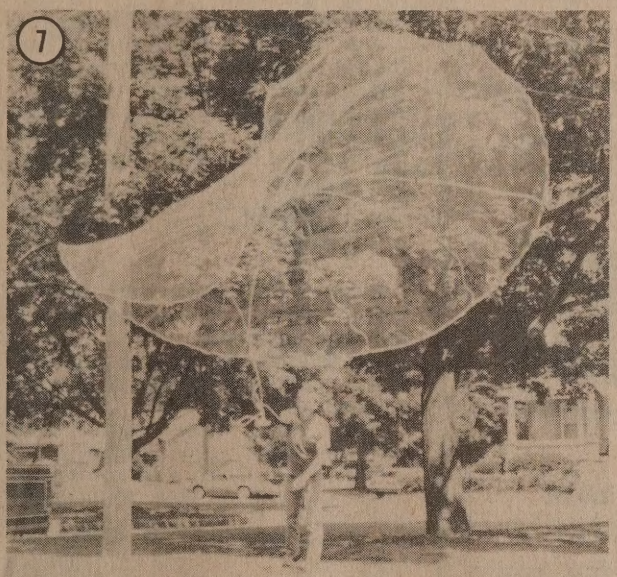

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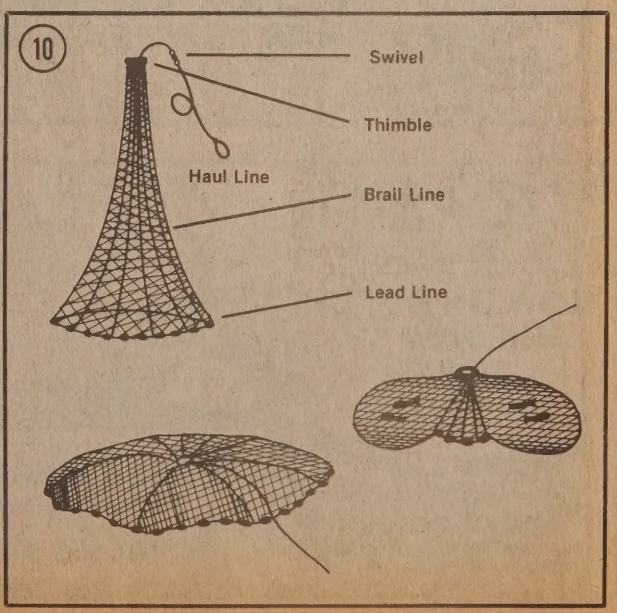

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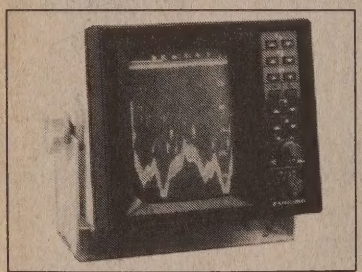

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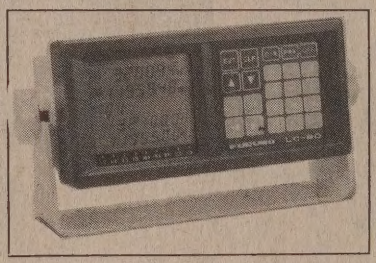

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driven to the surface. The party boat captain said to me, "If you can catch some of those squid with your net I will give you a free trip out." In a matter of an hour I caught enough squid to fill a 30 gallon drum. That night I took blues home caught on my rod and reel plus got my free ride the following night. Enough about catching fish; now how about throwing those nets. Okay, here it goes.

The principle of the cast net is simply this: the weights around the outside of the net, quickly sink the 5 foot diameter net over the fish and the brail lines attached to the 15 foot hand line causes the net to pouch or bag around the trapped fish.

In order to throw a cast net you must know the parts that make up the net. They are: the haul line—this is the line that is looped around the right wrist. This line is used to drag the net back after it is thrown or cast.

The Swivel—this attaches the haul line to the 22 brail lines and allows the net to spin when it is cast. It also keeps the brail lines from tangling.

The Lead Line—the lead line sinks the net to the bottom and traps baitfish within the net itself.

The Thimble—the thimble is located at the center of the net and allows the brail lines to pass through it when the net is retrieved.

Throwing a cast net of moderate size is really quite easy once you get the hang of it.

Photo One: First step is to grab the net and hold it in front of you, as shown in this photo.

Photo Two: Next, grab the net about one-third of the way down so it drapes across right hand.

Photo Three: Place the lead line over your right thumb as shown.

Photo Four: Grasp a portion of the weight part of net in your mouth while still holding the lead line on right thumb and main portion of net across right hand.

Photo Five: Hold lead line in left hand as you prepare to cast the net.

Photo Six: You are now ready to make a "cast" and will swivel your body slightly to give you power for casting the net.

Photo Seven: Net is cast and as it reaches out it will begin to open in wide circle. If you are doing it right, the net will fall to ground in full circle, so anything that is under it will be trapped as weights pull it to bottom.

Photo Eight: This is the way the net should appear after you make the cast. If it doesn't, you simply repeat the process until you get it right.

Photo Nine: To start next cast, simply lift net by lead line and lift it so the net lays straight from lead line as shown in photo. A few practice sessions on the front lawn should be enough to get you started and a couple trips to the seashore will put the finishing touches on your new found pastime.

Photo Ten: Line drawing shows part of net and how it works to trap baitfish.

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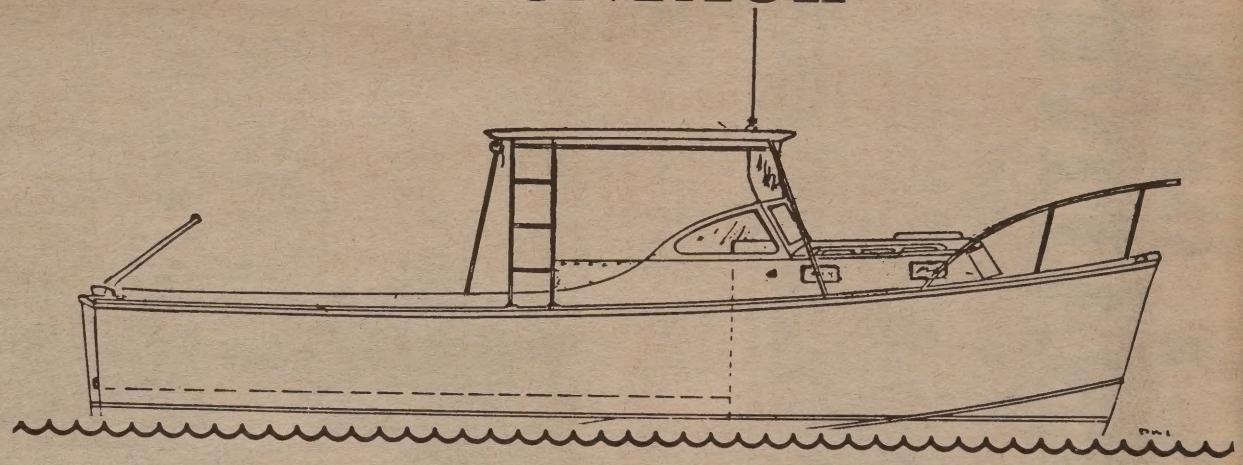

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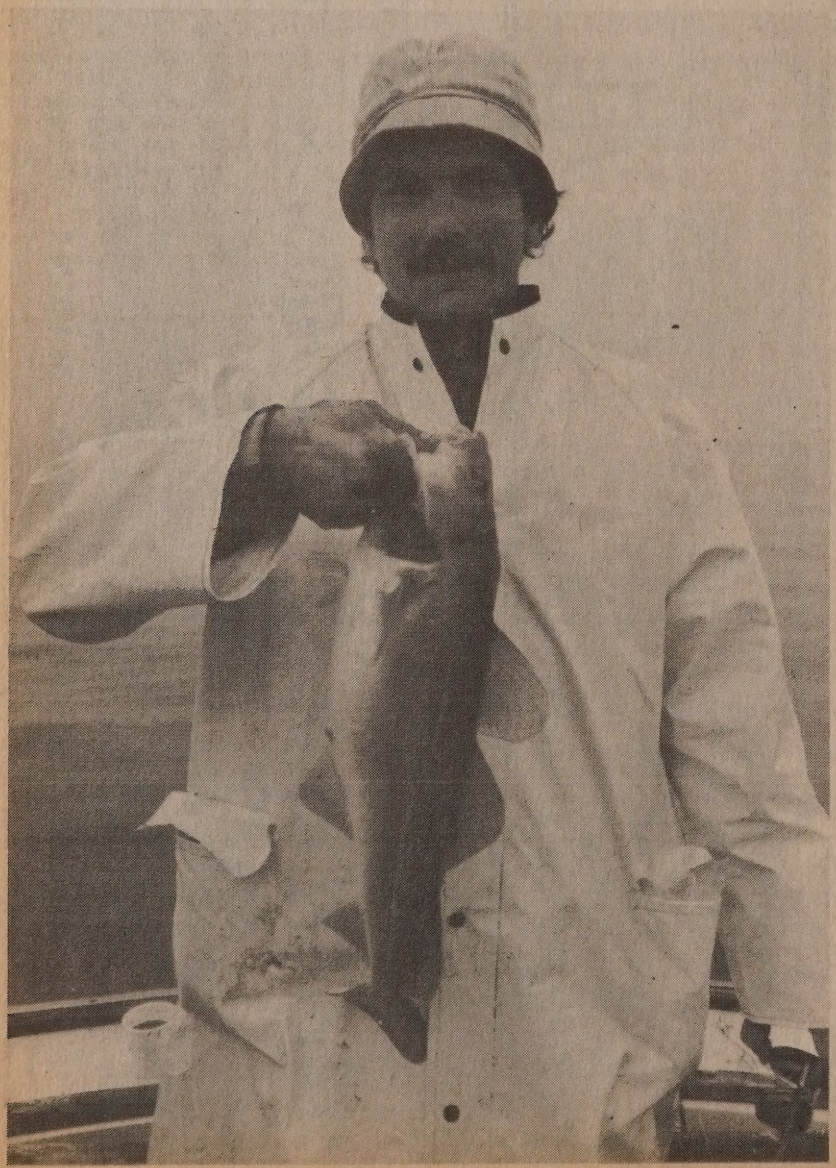
SAILING FROM GONE FISHING MARINA — EAST LAKE DRIVE, MONTAUK

QUINCY BAY ALTERNATIVE

by Don Kamienski

Without a doubt, winter flounder are KING at Quincy Bay in Massachusetts. In fact, if you were to ask anglers from New Jersey, Connecticut, New York, and Pennsylvania why they journeyed to this flatfish mecca south of Boston, they would all answer in a unified chorus "plenty of large winter flounder." Beginning in late April and ending in early June, carloads, truckloads, and even busloads of anglers from the East Coast all head for the towns of Quincy, Dorchester, Weymouth and Hull in order to load up with flatfish. During this six week period, some of the local rowboat liveries seem to turn into a hectic circus as less than patient early morning anglers await their turn to board boats, and head out across the flounder rich waters of Quincy, Hingham, Hull and Dorchester Bays. In most cases, these anglers are well rewarded for their trek to this area, as hundred fish catches per boat are rather common with some fish approaching the four pound mark.



School size cod are excellent alternative to Quincy Bay flounder.

There are a few anglers, however, myself included, who head to Quincy each spring but flounder are not our primary quest. True, you'll see a cooler or two of flatfish in their boats when they come back to the dock, but their major reason for heading to Quincy is market size cod. There are not too many places along our coast where an angler in a small 14 foot rowboat has the opportunity to catch a cooler full of tasty codfish. In most cases, to go codfishing in my neck of the woods, you have to be at the party boat rail at 3AM, and expect to put in a long day as the boat fishes the deep offshore waters in order to catch some cod for its patrons. Quincy cod fishing on the other hand, is a small boat affair from an anchored craft using inshore waters (assuming that the winds cooperate).

Depending on the severity of the winter, good cod fishing can begin in mid-March or early April. Certainly by mid-April, the cod fishing should be in full swing, and contrary to what a lot of anglers believe, the cod fishing can be excellent into late June. In fact, my best catch of cod was recorded during the third week in June two years ago. As the water temperature rises, flounder begin to put on their springtime feed basket. Last spring, this occurred around the first week in May.

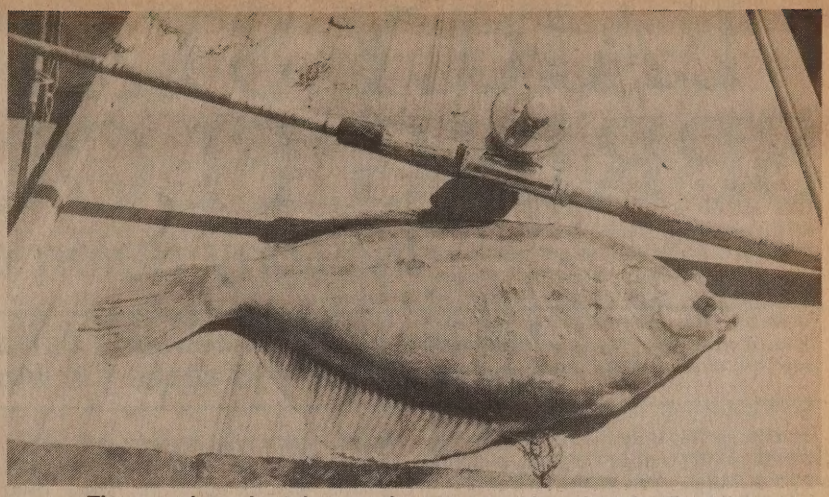
If I were asked to pick four spots in this area for early springtime cod, I would have to select the deep water areas at West Gut, the Sunken Ledge off Peddocks Island, the east end of the Long Island Bridge near West Head and between Deer Island Light and Nixes Mate in President Roads. All of these spots are indicated on the local NOAA maps of the area. Each of these areas contains steep dropoffs, deep water and fast currents. The Long Island Bridge section is a cod spawning area in early spring, while the Deer Island area is tops for late spring action.

Since the waters of these areas are deep and strong flowing, it is sometimes necessary to use up to 14 ounces of lead to hold bottom. For instance, in President Roads, the water depth is 70 to 75 feet, and when the current is running hard, it is difficult to hold bottom no matter the size of your sinker. A better alternative is to fish these deep water areas two hours before the change of the tide when the tide is slowing down. Just keep your bait near the bottom and the solid thump of a cod bite should be arriving with almost amazing frequency. During the other hours on the water, you can try your hand at flounder fishing in the waters that are much shallower and these areas are no more than a few minutes from the cod spots previously mentioned.

The codfishing in the Quincy Bay area is a medium tackle affair. Rods that can handle 8-10 ounces of lead or jigs plus fish in the 3-10 pound class are ideal. I like using a Shakespeare

Ugly Stik BWC1120 which is six feet long and has medium action. The reel for this rod is a Daiwa Sealine 27H which is filled with 12 pound Ande monofilament. Since most cod will be under 10 pounds, my best was a 14 pounder, this outfit performs nicely, and its lightweight doesn't cause undue fatigue. The 12 pound test line is thin enough to cut through the water flow easily which saves you a few ounces of sinker or jig weight.

While everyone has their favorite rig, I tend to favor the hi-low rig like the ones made by Bob's Bait and Tackle in Toms River. The rig, with its 3/0 hooks, is usually purchased plain, but then I add a 3½ inch long red plastic skirt. The skirt is slipped over the hook, and placed near the eye of the hook. Some anglers like to use clam tongues for cod, but when fishing Quincy I tend to favor the biggest seaworm I can find in the flat. Incidentally, a flat consists of 10 dozen seaworms. The worm is hooked once through the head, and its tail is allowed to stream out behind the rubber skirt. Don't under-estimate the power of the skirt to attract cod. Last year, I conducted a controlled experiment in which I moved the skirt around to either the top or bottom hook. While both hooks were baited in the same manner, the cod preferred the hooks with the red skirt almost five to one. When the skirts were placed on both hooks, double headers of cod often occurred.



These cod can be taken on the same tackle suited for flounder.

Rather than making a long trip to Quincy only to find out that the fishing hasn't reached its peak because of the weather, let me suggest that you spend a few dimes and make several telephone calls to the local tackle shops, launching ramps and boat liveries. A sample of these telephone numbers include Bra-Wey Tackle, (617) 843-4090; Fore River Tackle, (617) 472-9332; Anchor Marine, (617) 471-2666; Hurley's Boats, (617) 479-1239; Harvey's Boats (617) 773-3020; and Priscilla's Boats, (617) 925-1514.

The taste of freshly caught cod is enough to encourage me to make the 600 plus mile round trip from my home to Quincy. Since I dislike long car rides, the fishing has to be good enough for me to make this long trek, and thus far, this cod fishing has never been disappointing. When codfishing in this area is in its prime, catches for a three-man boat are not measured in terms of buckets or coolers, but rather by the hundreds of pounds. So if you're Quincy Bay Bound this spring, try the codfish alternative. You won't regret it!

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EARLY START TO SPRING FLOUNDER

by Tony Salerno

February offers shorebound flatfish fans a good opportunity to shake the winter blues.

"Five more minutes," I replied as my partner Andy was unhooking a good size flounder. "No more, let's go," replied Andy with snow falling like we were bound to become human snowmen. The day started with light snow flurries, but as the tide changed, the flurries soon changed to heavy snow. We were fishing the south end of Shinnecock Canal late in February. The locks of the Canal had just closed and immediately we were fishing in what seemed to feel like a tideless pond, in which we had steadily picked at flounder all morning.

For those who are not familiar with the Shinnecock Canal, I will rundown a brief summary with you. The Canal, located in the Hampton Bays section of eastern Long Island is a main waterway for both Peconic and Shinnecock Bays. This narrow margin of water is controlled by large gates, which are controlled by the tides or manually by the gate's operator. An operator is on standby 24-hours a day in a tower located on the east side of the Canal opposite the gates. The reason for manual control is so that recreational boats can sail to or from Shinnecock or Peconic Bay. When the gates are closed and the Canal consumes at least three boats, the operator will then open one of the three sets of gates to allow the boats to pass through. These gates are opened from the east side of the Canal, therefore, leaving the west side open to fish without the worries of your monofilament line getting caught under the passing vessels propeller or fishing in a strong current. When the gates are open, fishing in this area is near impossible, for the tide moves with extreme force making it impossible to use any sinkers suited for the tackle usually fished in the Canal.

Now you may ask what causes these gates to open and close. As the water builds to a high tide, also known as flood water, in Shinnecock Bay, the force of the current builds up in the Canal forcing the gate to close. Meanwhile, on the north side of the Canal (the Peconic side), the tide is on the ebb (outgoing) resulting in no pressure against the gates. This keeps the gates closed tight. Fishing at this point of the game becomes rather easy as the current is eliminated, making fishing with half ounce sinkers feasible. This ideal condition usually lasts for about six hours, give or take a few minutes depending on the phase of the moon and conditions of the wind. As those precious hours dwindle away, the entire process is reversed.

To avoid a trip to the Canal only to find that the gates are open is quite simple. Check your tide tables, located in every issue of The Long Island Fisherman for Sandy Hook on the day of the week you choose to fish. You will see the times under A.M. or P.M. These times are Sandy Hook area high tides. To calculate what times the gates will be closed, use the time under A.M. or P.M. depending on what time you will be fishing the Canal, then subtract 3½ hours from that time. This will give you the approximate time that the gates will close. To find that time the locks will open, use the Sandy Hook time and add 2½ hours to it and that will be the time that the gates will open. Now, let's go fishing!

Sometime in mid-February, depending on how cold the winter season has been, flounder in Shinnecock Bay start sticking their heads out of the mud and start their trek towards the Canal and into Peconic Bay. These flounder are usually larger than the flounder caught during the remaining flounder season. These early flounder move from Shinnecock Bay and settle into the Peconics to be caught as the season progresses. These flounder usually flow through the Canal within three days to a week. To be on them, timing must be just right. If you miss them, don't worry because the first week in March often produces excellent flounder action in the Canal.

Purchasing bait may present a problem this time of year, but if there's a will, there's a way. Bloodworm or sandworm is not as effective this time or year as bank mussels and clams. Don't get me wrong, if you have some reliable source of getting the worms, by all means use them. I have found over the years that if I visit my favorite mussel bank along the south shore channel edges or north shore harbors at low tide the day before I plan to fish, pick half a pail of mussels, bring them home, shuck them the night before, then place them in a 2 lb. plastic container and refrigerate overnight, the flounder usually are willing to commit suicide in the morning. As far as clam bait is concerned, chowders are usually easy to purchase at any fish market. I normally buy two dozen chowders to shuck the night before. Once this has been completed, I slice them into 1/4 inch wide and 2 inch long strips. Then I will take three 1 lb. size plastic containers and distribute the sliced clam into all three containers. At this point, I take a bottle of red and yellow food dye (which can be purchased in any supermarket), place approximately 10 drops of red dye in one container and 10 drops of yellow dye to the other. Stir well until the clams are of color. The third container is left alone with the natural clam in its own juice. Along with the mussel bait, I now have three varieties of clams, which may be effective on any specific day. There have been times that I have found red dyed clam to work, but then again, only mussels or yellow or natural produced other times. All in all, it is always a safe bet to have a variety of baits with you. Flounder seem to be choosy from day to day and the bait is never wasted. Any leftovers you may have at the end of the day can always be resealed and placed in your freezer for future flounder trips. Leftover mussel bait can be frozen also. Before you do, add a few drops of yellow dye into the container, then freeze. I have found this to be deadly on future trips.

Placing mussel on the hook is a messy and difficult task. Unlike the clam strips, mussel should be coiled in fashion where you just keep running it through the hook until it is pretty well maintained. For clams, just run them through the hook three or four times in a coiling fashion without letting any part hang from the hook. Hooks generally used for these early bird flounder are Chestertown Nos. 10, 9 or 8. These hooks are fine and capable for the job, but I prefer to use Mustad Beak No. 4 hooks. The reason being these hooks are much stronger than the Chestertowns and if you are to hook a flounder deeply down its throat the Chestertown has a tendency to bend. On the other hand, the Mustad Beak will stand straight

for the life of the hook. This hook generally stands up to any larger fish such as fluke, weakfish or bluefish which may happen along. The worry of the hook bending out of shape is eliminated. Mustad Beak hooks may be difficult to come by in your local tackle shop. The next time you stop at your favorite shop, ask your tackle dealer if he carries them. If not, Midland Tackle Company, 66 Route 17, Sloatsburg, NY 10974 will be more than happy to send you a catalog. This catalog carries everything from custom rod building to leader material for snelling hooks. They offer many varieties of hooks including all sizes of Mustad Beaks.

For the most fun, light spinning rod and reel outfits are in order, though distance casting is not needed for the Canal. Your outfit should be suppled with 6 to 8 lb. test monofilament line. With sinkers weighing no more than one ounce, this will enable you to feel the slightest nibbles. The proper way to start rigging is by making a loop at the end of your line, then slip the sinker through the loop. Make another smaller loop 3 inches above the sinker and run a pair of tandem tied flounder hooks through it. Bait up and you are ready to go. I suggest staying away from flounder spreader rigs in the Canal. A tandem rig consists of just two snelled flounder hooks tied higher and lower from each other. This is easily tied by looping around the snelled hook to a small ring; then running the other hook through the ring, then coming through the second hook, on snelled loop opposite the hook and tightening down on it using both your hands. Now that tackle is out of the way, let's find some of the better producing spots in the Canal.

Throughout the month of March, the entire south side of the gates has its distribution of flounder. Many people like to fish close by the gates or under the Montauk Highway Bridge. As for the gap between the two spots, plenty of flounder are taken here. As the month of March diminishes, flounder fishing becomes a steady pick, but the size of the flounder become smaller. April is the month that the north side gates become the hotspot. It is here that your chance for a two or three pound flounder can make your day, though it is not common, it is not uncommon either. Quality fish are the rule on this north side. Quantity is not usual until the middle of May (Mother's Day weekend) when the water is becoming too warm for the larger flounder. These flounder start forcing their way out of the Peconics through the Canal towards Shinnecock Inlet, causing hectic flounder fishing once again. This fishing only lasts for about three days to a week. May is the month where blood and sandworm along with mussel and clams are all effective. An edge to the larger flounder goes to sandworm and mussel combination. This combo has worked extremely well for me over the years on the larger flatties.

I find that the best area to fish on the north side is up by the mouth of the Canal and Peconic Bay. Here you will find a jetty on the west side where fishing anywhere along the rocks will produce. Better than me telling you where to fish, it is best if you do some experimenting and locating your own favorite little hole. Like anywhere in the fishing game, each angler has their own favorite spots. The decision is yours whether to fish around and ensure a little flounder spot for the years to come.

Travel to the Canal is made simple by driving east on Sunrise Highway (Rt. 27) to exit 66, North Road, Shinnecock. Take this exit and you will come to a stop sign. The road at the stop sign is North Road. Make a left onto North Road, then proceed straight until you come to Montauk Highway (Rt. 27A), make a right turn onto Rt. 27A. Cross the Canal (south side) and make the very next right. Take the first right turn after that. This will bring you parallel with the Canal. You can park anywhere you please.

Oh, one last word of advice. Get down to the Canal early, for many of the regulars are there at sunup to do battle with the early flatties. Remember to dress warm, bring plenty of hot coffee and most important, a good size bucket.

The canal serves as a funnel for flatties moving between Shinnecock and Peconic Bay.

DO IT WITH OUTRIGGERS

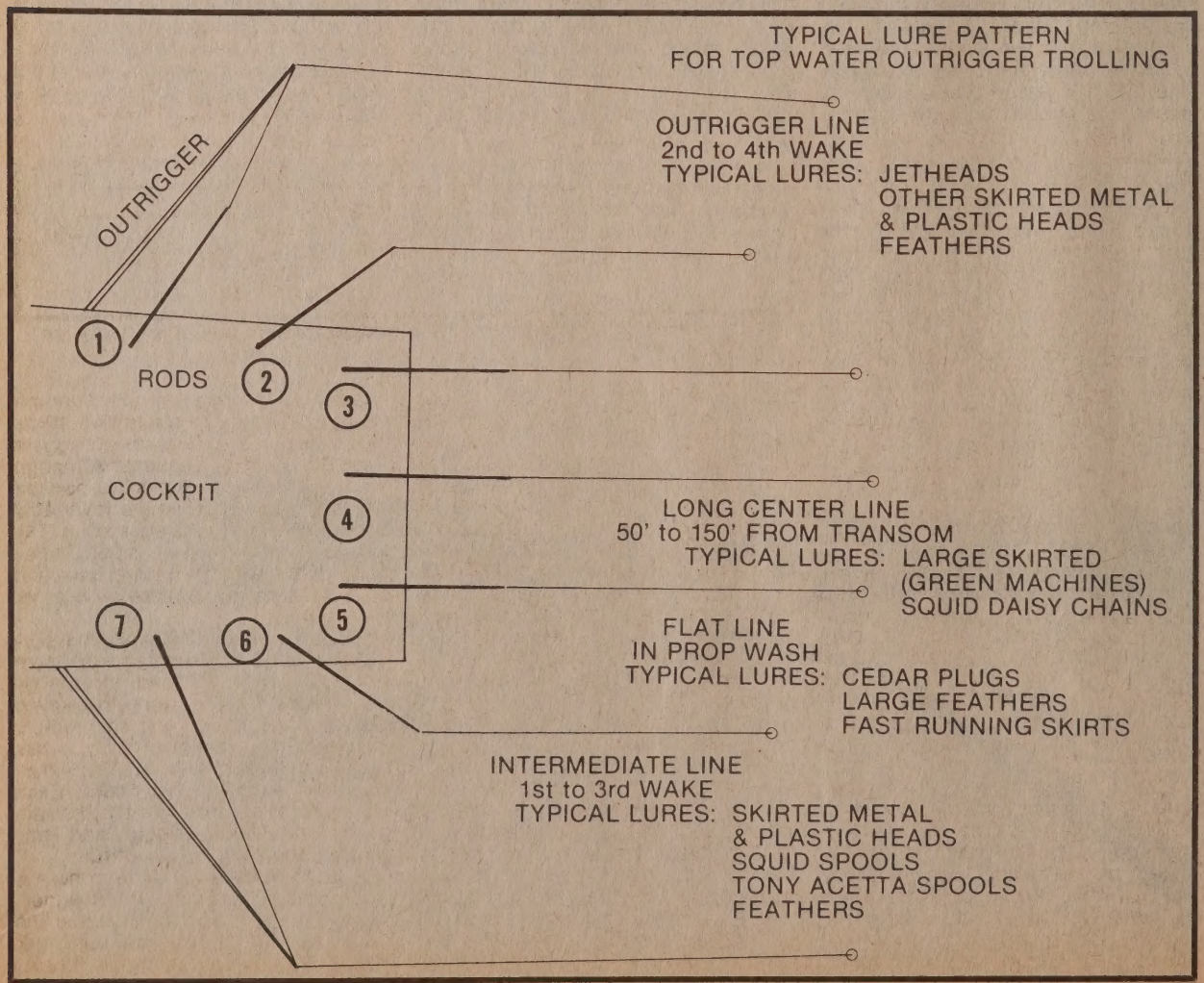
by John Wilkinson

If you use them correctly, outriggers can increase your offshore scores.

There are situations where using outriggers can be a dynamite technique for increasing the number of fish put in the box. Of course, it follows that outriggers are one item that many people rig new boats with or add to boats they already own. Over the winter, many fishermen will decide to add outrigger capability to their fishing arsenals and you can bet that this spring many outriggers will be installed. But, in the box with the outriggers you will not find instructions on where to mount them to be most effective and how to use them to increase your fish score. Our boat, a 24 foot Hydrasport cuddy named the "Erin Alanna," is equipped with flush mount, skiff-type outrigger holders and 16 foot aluminum outriggers. In this article, I will describe the general purpose of outriggers, some fishing situations and locations for their use, some ideas on installation and our preferred way to rig them.

Outriggers are nothing more than two long poles that, when in use, extend outward and slightly upward from the sides of the boat. Heavy line is run through a set of guides and some type of clip or release device is tied to it. The lure is let out the desired distance behind the boat and then the fishing line is clipped into the release. The heavy outrigger line, or halyard, is then run out to the end of the outrigger (much like a flag on a flagpole). When a fish strikes, fishing line snaps free from the release clip and the angler fights his fish as he normally would on rod and reel.

What outriggers actually do is to spread lines apart behind the boat so that several lines can be trolled without tangles. For bluefish trolling, they are used to run two lines spread high in the water (say, nylon streamers) and additional high lines can be run in a spread pattern, or wire lines or planers can then be used for deeper lines. Heavy wire outfits, especially with umbrella rigs on them, can't be trolled off riggers because outrigger



Here's how to rig those outrigger lines for topwater trolling situations.

line clips usually can't provide the tension necessary to prevent release before a fish hits.

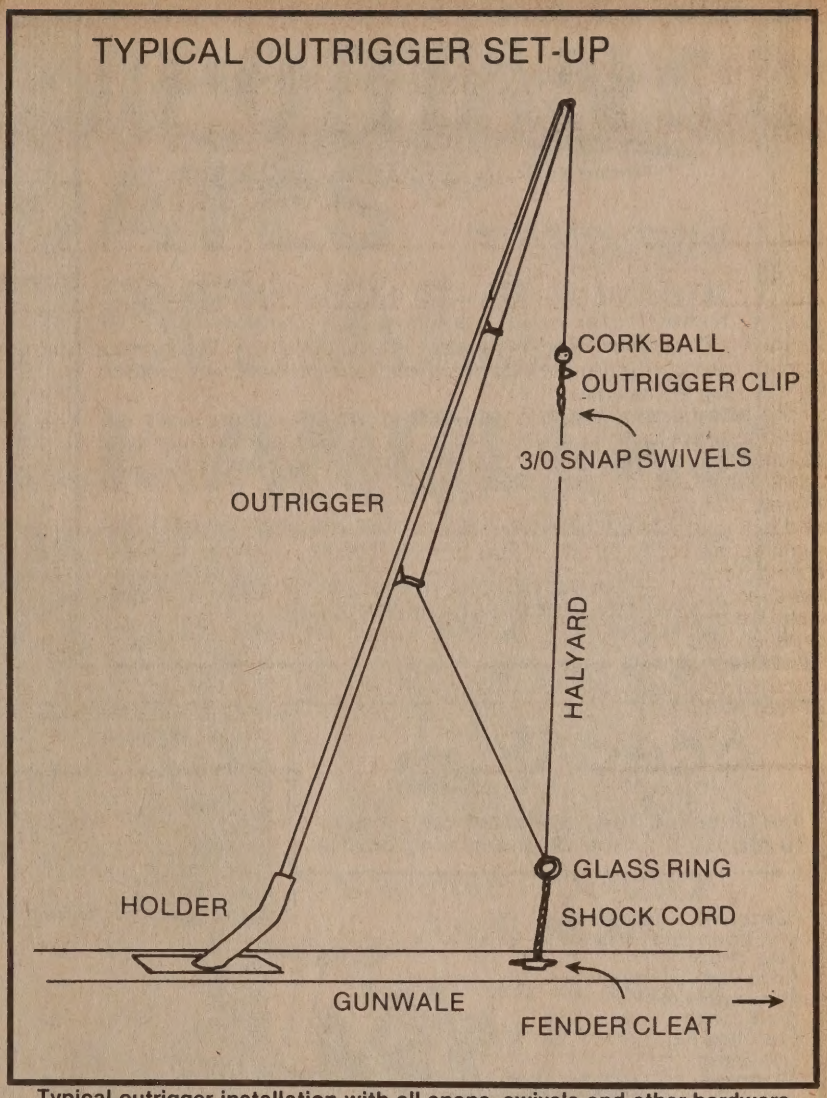
This bluefish trolling technique seems to be most productive in the spring and early summer. During these times we usually find a higher percentage of our bluefish hang high in the water while trolling areas such as off the Highlands Bridge, the Klondike, and Manasquan Ridge. Our usual lure spread includes nylon streamers and Tony Acetta or squid spoons with pork rind on the outriggers and these or tubes on wire line down a bit deeper, say 15 to 20 feet. This gives us at least four lines in the water and, if conditions permiit, we might even add a fifth line down the center on a planer. Boat speed for this trolling is fairly slow, usually around 1,000 RPM on our outboard.

Top water trolling for bluefin tuna, false albacore, bonito, is done at locations such as the Mud Hole, HA buoy and Resor Wreck. When doing this type of fishing, we run a total of seven lines to provide the fish with enough on the menu so that something will be appetizing. On our outriggers we usually run small Jet Heads out on the third and fourth wake. Lines direct from rod holders go to the second or third wake, and flat lines hold lures in close to the transom. Lures on these lines are usually small feathers, squid spoons (without pork find) and cedar plugs. A center line is run far back, with a large lure on it such as a green machine—just in case a big fish should come up behind the boat.

Fishing for these high speed pelagic fish usually is done at higher boat speeds, say 8 to 10 knots. Actually, it is important to run your boat so that it produces a big stern wake; these fish are attracted to the turbulence. For the "Erin Alanna," we find we kick up a good wake by running at 1800 to 2000 RPM and trimming the bow up to dig the stern in.

Now, looking at the outriggers themselves, they should be installed so that the halyards and clips can be handled easily from the cockpit where you have solid footing. In general, placement should be such that when they are laid out, their tips are about even with the stern of the boat. However, equipment placement is quite often a compromise based on your boat's configuration and, if this cannot be achieved, the tips should be at least even with or behind the rod holders for rods fished on the outriggers. If placed in front, you run a higher risk of fishing line wrapping around the rod tip.

Most outrigger holders are designed so that the poles can be locked in three positions: a laid out fishing position, with the outrigger poles angled outward from the gunwales and tips about even with the transom as noted above; a non-fishing or running position where the poles are either straight up or somewhat raked aft; and some sort of laid down position for passing under low structures



Typical outrigger installation with all snaps, swivels and other hardware in place.

such as bridges. With skiff mount holders such as mine, this is accomplished using keyed slots on the bottoms of the outrigger holders.

As with rod holders, antennas, and any equipment which might see a lot of stress when in use, I recommend installing outrigger holders with bolts—not self-tapping screws. These bolts should, of course, be stainless steel for corrosion control. Also, outriggers tend to sway quite a bit and I would suggest a backing plate under the gunwale to help distribute the strain.

Before finalizing your outrigger holder installation, you should also check the slope on your gunwale. Many are sloped toward the stern and slightly outboard toward the water. I haven't found sloping to the stern to be a problem. However, I suggest a teak fairing base if there is an outboard slope. Otherwise the outriggers will tilt outboard when they should be straight up and this will prove a big difficulty when tying up to gas docks or trying to get in a slip where there are tightly spaced pilings.

I have 16 foot (a good rule of thumb is poles with length about two-thirds boat length) telescoping outriggers that come in three sections. Although the telescoping sections purport to lock into each other, mine invariably collapsed several times a season. My solution was to drill small holes through at each connecting joint and hold the sections in place with small stainless bolts.

When we first installed the outriggers, we did nothing to stop them from slapping back and forth. The result was that we wore the keyed slots in the holders, and this simply increased the amount of sway. After replacing the holders, we also purchased a length of shock cord. Each end is hooked through the bottom guide on each outrigger and this controls the slapping beautifully.

A final installation note concerns what to do if you break an outrigger. Fishing in rough seas, I have had the experience of digging an outrigger into a wave and having it break. Luckily, it snapped at the base right

(Continued on next page.)

INTRODUCING
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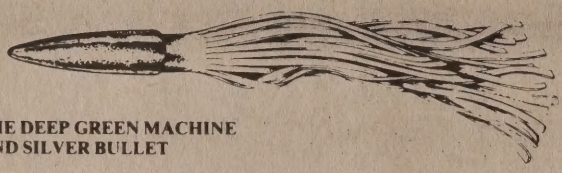

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where it enters the holder. The fix turned out to be relatively simple. We simply cut off an equal amount from the base of the other outrigger (my 16 footers were then around 15 feet 6 inches) and wrapped both with chafing tape wherever they might contact the holder. This taping is important because chrome plated brass (holders) and aluminum (outriggers) do not get along that well corrosion-wise. Without the tape, it might not be too long before your outriggers would fall over again because their bases had corroded away!

The working part of a rigged outrigger is a line (halyard) which passes through the eyes of the outrigger and a glass ring, and which has an outrigger clip tied into it. A cork float is usually also installed above the clip to prevent it from being jammed into the upper eye. Many people use braided nylon line for this application, but I find heavy mono (testing at least 80 pounds) runs smoothly through the outrigger eyes.

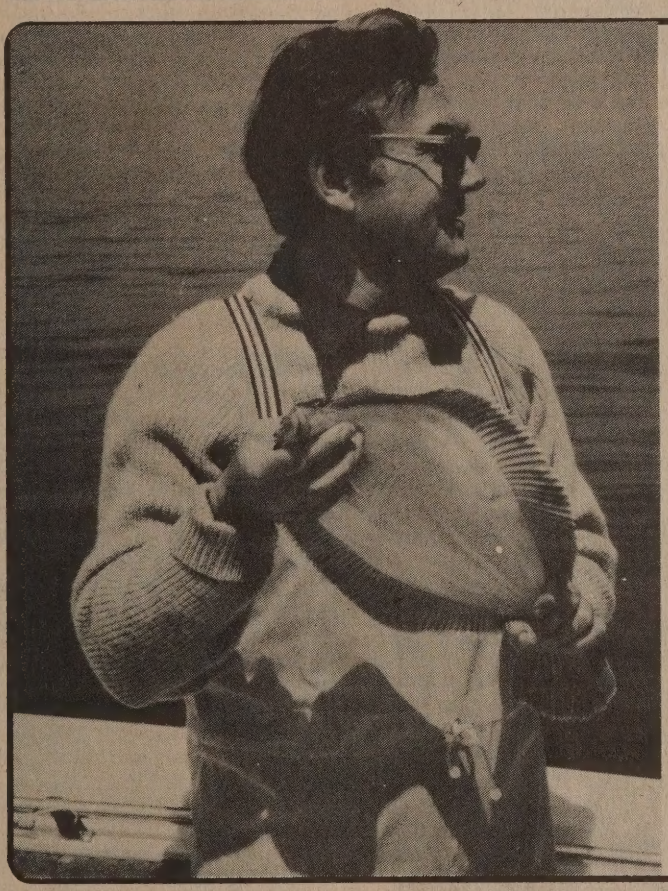
This usual rig is fine for fishing, but it lacks capability for an important after fishing activity—flying flags. To facilitate flying fish flags from our outriggers, we put in two 3/0 snap swivels. The snap swivels can then be simply undone and a flag inserted, avoiding a jury-rigged tie-in of the flag (or flags, if you have had an exceptional day).

The rigger release clips we use are Black's release clips. We find them to be good because the tension is easily adjustable and the fishing line moves freely through the clip allowing lure placement to be adjusted without bringing the clip back to the gunwale. Trip-Eze clips have also worked well for us and have the same features, while Aftco has come out with clips that rollers to avoid line fraying. If you have the type of clips where the line is pinched in them and can't be adjusted while in place out at the tip of the outrigger (clothespin type and Pompanette Roto-Pin clips are examples), these can be adapted to make the line move by putting a snap swivel on your fishing line and putting the small, round end in the clip. When the clip releases, the snap swivel rides down to the lure and should be no problem while fighting and landing your fish.

Tension is held on the heavy outrigger line with a line from the glass ring to a small fender cleat or eye clamp located a couple of feet aft of the outrigger holder on the gunwale. Again, many people use nylon line for this, which must be readjusted when the outrigger positions are changed. We find that shock cord works fine for this and avoids the need to make adjustments when laying out the outriggers. The stretch in the chock cord makes the adjustment automatically.

So, there you are. The outriggers are ready to go, our favorite fishing holes await, and I hope we all have lots of use for the fish flag swivel arrangement this summer.

IMPORTANT DATES FOR ALL L.I. ANGLERS



1986 FISHERMAN DERBY SCHEDULE

CAPTREE FLOUNDER
April 19-20

MORICHES FLOUNDER
May 3 - 4

CAPTREE FLUKE
June 29-30

MORICHES FLUKE
July 26 - 27

BLUEFISH SURF
October 18 - 19

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SHAPE UP FOR FISHING

by Capt. Harold Kay

Much is written every week in fishing magazines about how to use winter months to clean and oil your reels, check the guides on rods, hone your hooks and prepare lures for the fishing months ahead. We don't see much written about protecting and sharpening the most important ingredient in fishing. You, the sport fisherman. Without the angler, no fish will ever be brought to gaff on a sport fishing boat. Many of us spend a lot of time and money on fishing inshore and offshore for strong species of fish. Wouldn't it be criminal if we were into a four or five hundred pound blue marlin and could not whip the fish? What about those big yellowfin, bigeye or giant tuna? It takes a tough angler to beat a big fish. Are you ready for the challenge? I'm talking about an exercise program that is geared towards developing the body parts needed to fish for the big ones. First, a word of caution: no one should embark on an exercise program without first consulting with his or her doctor and getting a clean bill of health. Once this is out of the way, the fun begins. Yes, exercise can be fun if you think that every minute or hour of exercise you are accomplishing several things:

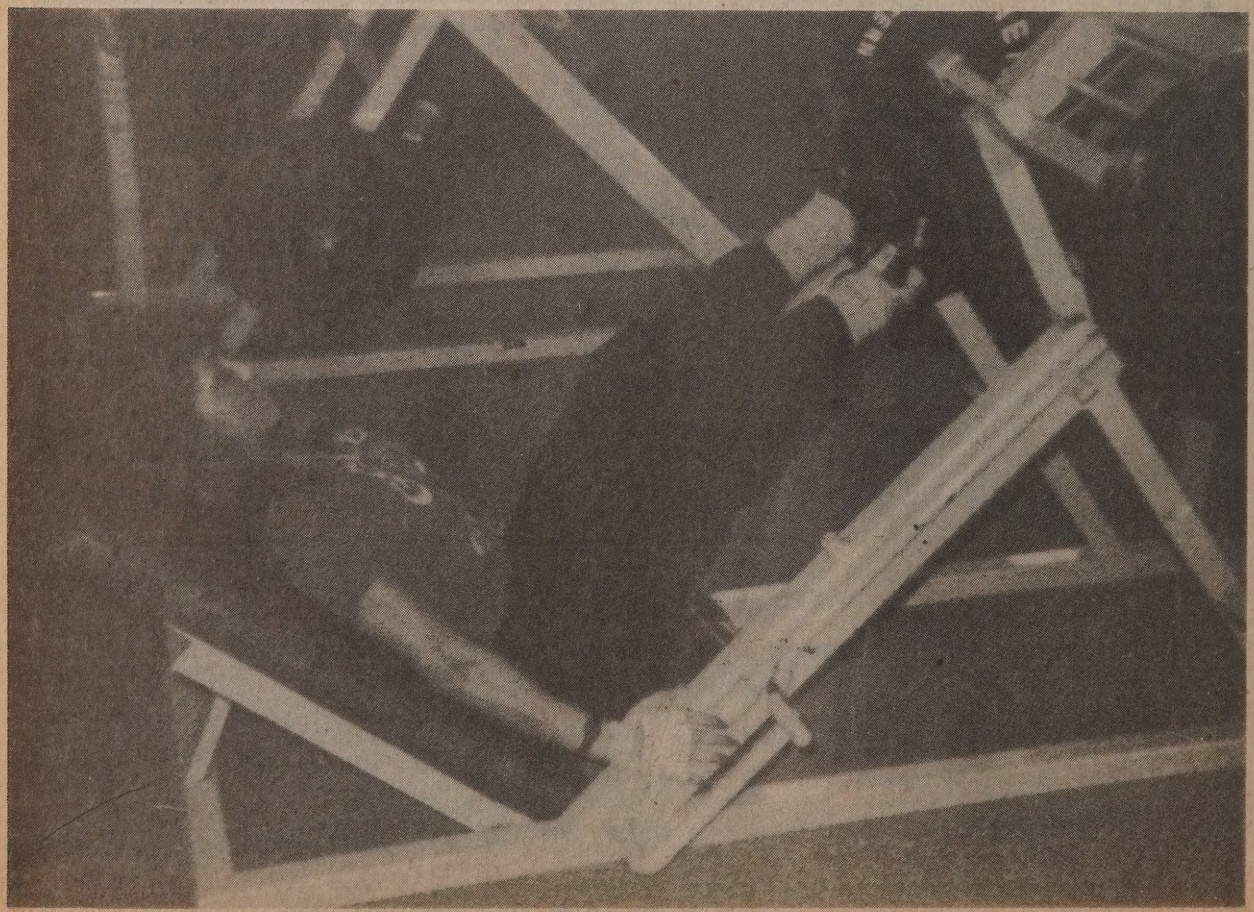
1. Getting your body into better shape than it has been for some time.
2. Strengthening your body so the chances of losing that big fish will be rather slim or certainly not due to your physical prowess.

Let's think about those body parts and conditioning needed in sport fishing, and talk about the exercise necessary to develop peak performance levels: stamina; arms, shoulders, biceps; chest and back; and legs.

Although there are many exercise programs that you can do at home, I prefer a gym. I take my fishing seriously and feel that by training seriously with a buddy or a trainer, if you could afford one, you will definitely get more out of the time you devote to training. In other words, you just won't push yourself hard enough when you work out alone. Your friend or trainer will. You will also feel more timid about giving up when people are watching. Remember, the 600 plus pound blue marlin is fighting for his life; he won't let up. Be prepared to give him a fight that will put him on board your boat.

For developing stamina there are many tried and true methods. Swimming is probably the best exercise all around for developing stamina. Swimming is not always readily available and does require more time. Jogging is fine but sometimes injures feet and legs that will be needed for other exercises. Walking is good, but personally too slow for my cardiovascular system.

I prefer riding one of those stationary bikes. I can set the torque for the type of workout I need and the bike is generally more available than, say a rowing machine. Fifteen to twenty



Model Gail DiRisi shows some exercises that will strengthen and tone muscles. Leg Press builds strong leg muscles.

minutes is the minimum time necessary to start the blood pumping and recommended for workout. I have worked my way up to a good half hour of strong bike riding. If you ever fought a big fish, you will agree that one of the first signs of personal weakness is in the arms around the biceps area. Next important area of fatigue is the shoulder area. For developing the biceps, there are some good exercises that the Nautilus type system features. I prefer a combo of free weights and Nautilus type exercise for shoulders, biceps and triceps. The free weights exercise for biceps would be curls. These are weights on a bar and a motion lifting weights in curling motion from waist to chest. Two sets of about ten curls one or two times a week with the proper weight will start developing the bicep area.

This exercise in conjunction with a Nautilus type curling machine will get those biceps into shape. Shoulders are developed through using dumb bells of proper weight. Standing up, with weights at your side, bring weights shoulder high with pinkies turned upward at the height of the exercise. Two sets of ten is also recommended for this exercise one or two times a week. There is also a machine that works the shoulder parts which you could include in this training.

Chest and back muscles must not be neglected when training for those big canyon fish. A series of bench presses for chest, coupled with a machine called the Peck Deck once or twice a week should do the trick in development of the chest. Remember, you don't have to do heavy weights. You only want to tone and strengthen these needed body parts. You're not going to be Mr. America. Light weights and many repetitions will tone and even shape those forgotten muscles. There is a machine called the low row for developing the back muscles. It's almost as though you were in a fighting chair pumping that big fish, but instead you are bringing weight with your arms to your chest while sitting in a rowing position. The benefit of the exercise is achieved when you let your arms all the way out stretching your back muscles around your latimus dorsus (wings) before bringing the weight to your chest again.

Finally, let us not forget the legs. Anyone who has ever fought a fish from a chair knows that the legs play an integral part in pumping the fish. I recommend a leg press machine and leg extension machine for development of the thighs. Most exercise requires two sets of 10 repetitions. Instruction on the proper way of doing the above exercises are readily available at any reputable gym or spa. Exercising is demanding. Think of all those big fish you're going to do battle with this season and the exercise will go fast. If that doesn't work, think that your new body will also help catch those lovelies on the beach when you're not fishing.

The "low row" will strengthen back muscles.

Chest muscles are tightened by the Peck Deck exercise.

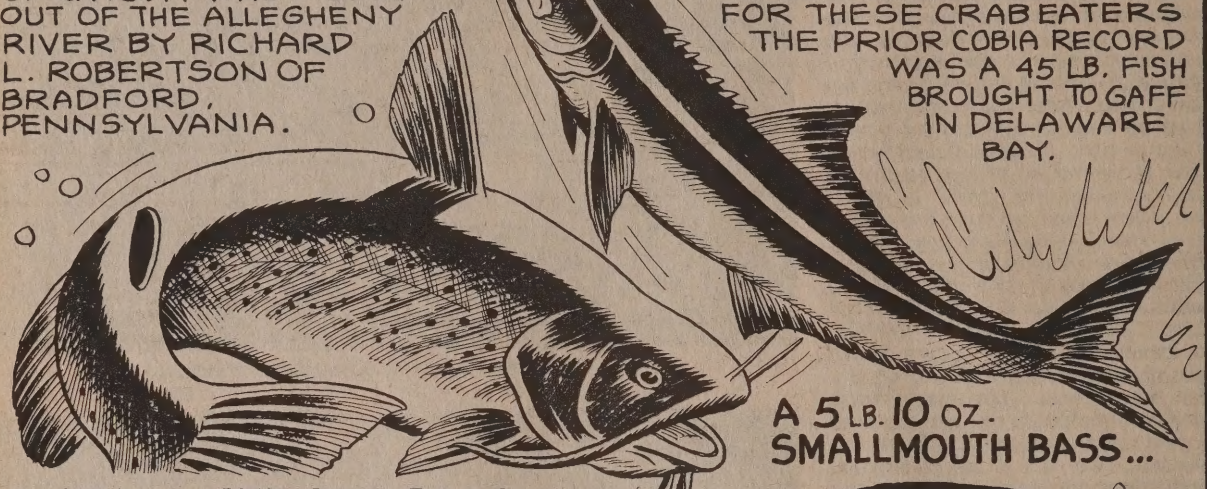
Curls will help build strong biceps to fight those big fish. ***All photos courtesy Gold's Gym, Milltown, New Jersey.***

RECORD BREAKERS

BY FRED GUARDINEER

A 28 LB. CHANNEL CATFISH IS THE NEW N.Y. STATE RECORD FOR THIS SPECIES OF CATS. IT WAS FISHED OUT OF THE ALLEGHENY RIVER BY RICHARD L. ROBERTSON OF BRADFORD, PENNSYLVANIA.

AN 83 LB. COBIA, BOATED OFF CAPE MAY BY MARK D. McDEVITT OF CAPE MAY, SET THE NEW JERSEY STATE RECORD FOR THESE CRAB EATERS THE PRIOR COBIA RECORD WAS A 45 LB. FISH BROUGHT TO GAFF IN DELAWARE BAY.



A 5 LB. 10 OZ. SMALLMOUTH BASS...

A 40½ LB. STRIPED BASS IS THE NEW IGFA WORLD RECORD FOR STRIPERS TAKEN ON 4 LB. TEST LINE. IT WAS CAUGHT BY CHRISTOPHER VAN DUZER IN MASSACHUSETTS' CAPE COD BAY.

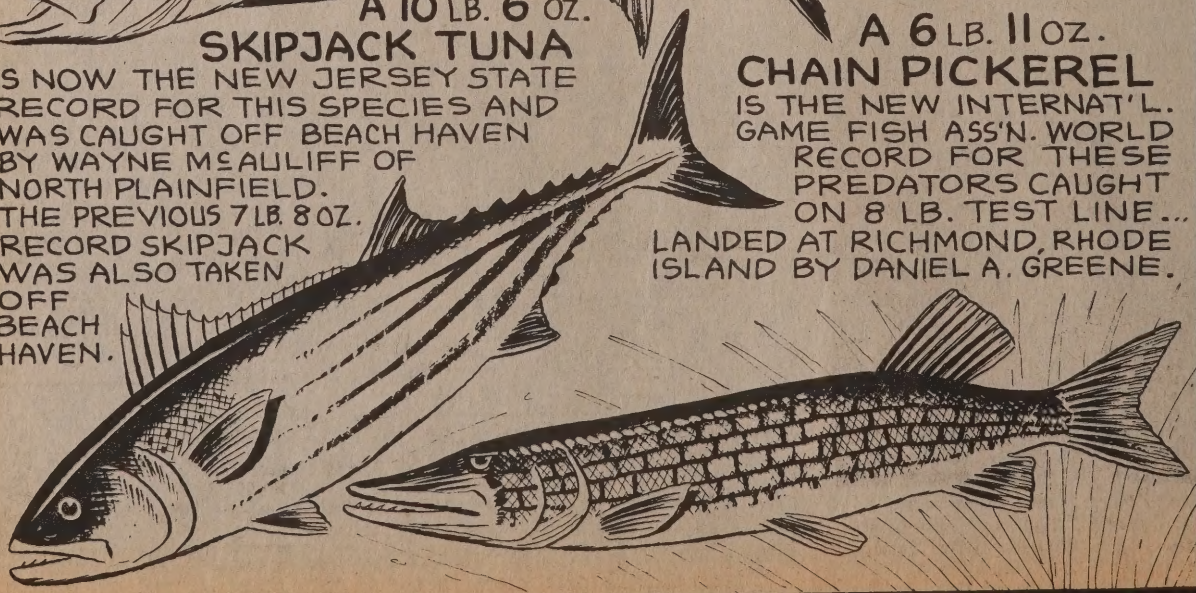
...IS THE NEW IGFA WORLD RECORD FOR THESE BASS ON 2 LB. TEST LINE. IT WAS LANDED *"SOMEWHERE"* IN PUTNAM COUNTY, NEW YORK BY ROBERT A. SLOAT.

A 10 LB. 6 OZ. SKIPJACK TUNA

IS NOW THE NEW JERSEY STATE RECORD FOR THIS SPECIES AND WAS CAUGHT OFF BEACH HAVEN BY WAYNE McAULIFF OF NORTH PLAINFIELD. THE PREVIOUS 7 LB. 8 OZ. RECORD SKIPJACK WAS ALSO TAKEN OFF BEACH HAVEN.

A 6 LB. 11 OZ. CHAIN PICKEREL

IS THE NEW INTERNAT'L. GAME FISH ASS'N. WORLD RECORD FOR THESE PREDATORS CAUGHT ON 8 LB. TEST LINE... LANDED AT RICHMOND, RHODE ISLAND BY DANIEL A. GREENE.



East End REPORT

East end reporter Lorry Mangan managed to relay word on some Montauk cod action and shore-bound flounder fans will be looking to get their season under way from the banks of the Shinnecock Canal this week. The last week of February is traditionally the start of some good flattie action from the canal's bulkheads.

MONTAUK

Captain Paul Forsberg of the **Viking Starship** relayed word through Lorry Mangan that while the boat did not sail on Saturday, Sunday saw 32 fares account for over 50 cod and 8 pollock. The skipper credited the catch to a good afternoon bite and added that 14 hangers were among the catch. Mike Rafferty of Coram took pool honors with a 36 pound cod. Steve Chimbalo took the second pool with a pollock of 28 lbs. He also had six cod to 26 lbs. The skipper reminded that his first extended trip of the season is slated for Monday, March 3rd at 9PM. The Starship will return on Thursday night by 11PM. There is a 50 passenger limit, with a $200 fare and a few spots remain open. For more info on this and other scheduled long range trips, call 516-668-9200. The boat will continue sailing open on Saturdays, Sundays and Mondays.

John Vanek, on left, with a 711 lb. giant tuna at Montauk taken aboard the charter boat, "Adios."

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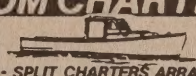

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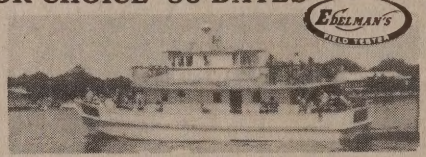
We have received a message that a new charter boat is coming to Montauk. The boat **Fish On!**, a 35 foot Viking twin diesel sportfish will be sailing from Montauk Sportsmen's Dock which the captain says is between Montauk Marine Basin and Offshore Sports Marina. The boat will be skippered by Captain Donnie Braddick, who will be specializing in giant tuna fishing. Donnie says the boat will be available for all types of fishing and will begin sailing around the middle of May and that he is now accepting reservations for the '86 season. See ad for details.

BABYLON

NOW BOOKING FOR CHOICE '86 DATES

MISS BABYLON

Open Boat Flounder begins March 1st 8 A.M.



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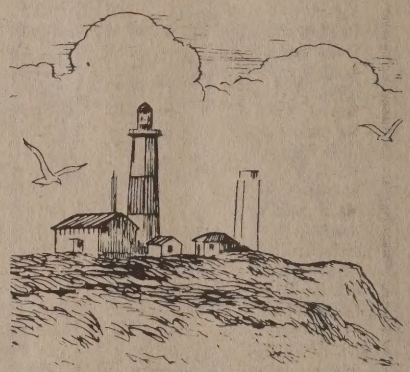
SOUTH FORK

A call to Thom Speckenbach at **Speck's Bait and Tackle** in Southampton revealed that he will be open on a regular basis beginning Saturday, March 1st. No word yet on flounder in the canal but weather permitting this should be the week that things get started. He does have frozen clams in stock for flatfish fans.



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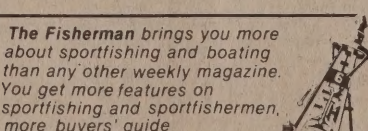

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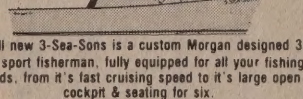
South Shore REPORT

with Fred Colofaro

Things are beginning to stir along this stretch of the waterfront with flounder fans gearing up for some early season forays. Many of the Captree open boats will be making their maiden trips of the season on Saturday, March 1st and a handful of private boatmen are sure to test the flatfishing before the next week is out.

SEAFORD

FOR CHARTER
BRAND NEW DIESEL POWERED
3 SEA SONS
EDELMAN'S FIELD TESTER



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GREAT SOUTH BAY/ FIRE ISLAND INLET

Joe Modica of **J&J Tackle** in Patchogue said that a few guys did

High Tide Tables

How to use tide tables: To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . −0 50 is listed under "On SANDY HOOK." −0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

DAY	SANDY HOOK AM	SANDY HOOK PM	BREAKWATER HARBOR AM	BREAKWATER HARBOR PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGEPORT AM	BRIDGEPORT PM	NEWPORT AM	NEWPORT PM	DATE
THURS.	9:35	10:05	10:25	10:45	10:10	10:40	11:10	11:30	12:30	12:55	12:35	1:00	9:35	10:00	2/27
FRI.	10:25	10:55	11:05	11:35	11:00	11:30	11:55	—	1:15	1:40	1:20	1:45	10:25	10:50	2/28
SAT.	11:15	11:50	11:55	—	11:50	—	12:20	12:50	2:00	2:30	2:10	2:40	11:15	11:45	3/1
SUN.	—	12:10	12:30	12:50	12:25	12:50	1:15	1:50	2:55	3:30	3:05	3:40	—	12:15	3/2
MON.	12:45	1:10	1:30	1:55	1:20	1:50	2:20	3:00	3:50	4:40	4:05	4:45	12:45	1:15	3/3
TUES.	1:50	2:25	2:35	3:05	2:25	3:05	3:25	4:10	5:05	6:30	5:15	6:00	1:55	2:25	3/4
WED.	3:00	3:40	3:50	4:25	3:40	4:20	4:35	5:25	6:55	7:55	6:25	7:10	3:00	3:35	3/5
THURS.	4:15	4:50	5:05	5:35	4:50	5:25	5:45	6:25	8:20	8:55	7:35	8:15	4:05	4:35	3/6

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	−0 01
Red Bank, Navesink River	+1 48
Long Branch	−0 34
SHARK RIVER INLET	−0 18
Shark River Basin	+0 27
MANASQUAN INLET	−0 12
Seaside Park	−0 33
Mantoloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	−0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	−0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	−0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	−0 02
Rehobeth Beach	−0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	−0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+4:03
Indian Reservation	+3 05
MORICHES INLET	−0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	−0 38
Democrat Point	−0 38
Coast Guard Station	−0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	−0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	−0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	−0 07
Mattituck Inlet	+0 05
Horton Point	−0 20
Truman Beach	−0 42
Falkner Island	−0 13
Sachem Head	−0 10
Branford Harbor	−0 07
New Haven Harbor entrance	−0 08
Milford Harbor	−0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	−0 03
Saugatuck River entrance	−0 01
South Norwalk	+0 10
Greens Ledge	−0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	−0 14
Montauk Inlet	−0 25
Montauk Point, north side	−1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	−0 33
Noank, Mystic River ent.	−0 23
THAMES RIVER	
Smith Cove entrance	−0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	−0 10
Execution Light	0 06
Manhasset Bay	−0 01
Hempstead Harbor	−0 11
City Island	−0 03
Rye Beach	−0 28
Port Chester	−0 09
Mamaroneck	−0 08
New Rochelle	−0 24
Davids Island	−0 02

On Breakwater Harbor

CAPE MAY POINT	−0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	−0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	−1 10
Tiverton (between bridges)	+0 21
Beavertail Point	−0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	−0 08
Point Judith Hbr. of Refuge	−0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	−0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:	RISE:	SET:
THU. 2/27	6:37	5:48
FRI. 2/28	6:36	5:49
SAT. 3/1	6:35	5:50
SUN. 3/2	6:34	5:51
MON. 3/3	6:32	5:52
TUE. 3/4	6:30	5:53
WED. 3/5	6:28	5:54

Moonrise/Moonset

DAY / DATE:	RISE:	SET:
THU. 2/27	9:28PM	8:11AM
FRI. 2/28	10:43PM	8:36AM
SAT. 3/1	11:59PM	9:05AM
SUN. 3/2	—	9:39AM
MON. 3/3	1:15AM	10:21AM
TUE. 3/4	2:28AM	11:13AM
WED. 3/5	3:32AM	12:16AM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
2/9	2/16	2/24	3/3

The Original Knight SOLUNAR TABLES

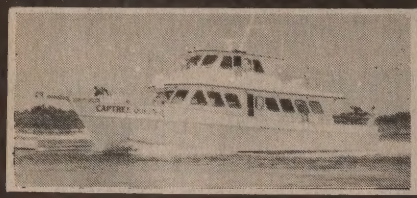
The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM		PM	
	Minor	Major	Minor	Major
Thurs.	7:05	**12:55**	7:35	**1:20**
Fri.	8:00	**1:50**	8:30	**2:15**
Sat.	8:55	**2:45**	9:25	**3:10**
Sun.	9:50	**3:40**	10:25	**4:10**
Mon.	10:50	**4:40**	11:25	**5:10**
Tues.	11:50	**5:40**	—	**6:10**
Wed.	12:25	**6:35**	12:45	**7:05**
Thurs.	1:20	**7:35**	1:45	**8:00**

CAPTREE

CAPTREE QUEEN II — FLOUNDERS 7 AM



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Capt. Gordon Roman (516)623-0983

Capt. Scotty 3

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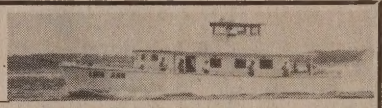

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make an attempt at flounder fishing in the Quogue and Shinnecock Canals over the weekend. Unfortunately, none reported back. White perch remained conspicuous by their absence in the local creeks and the best bet for anyone intent on catching trout remains the Connetquot River. Good reports continue to come in from the park as well as the tidal reaches below Sunrise Highway.

Al Colban of **J&R Sports Center** in Oakdale spoke of a couple of locals who reported a pail of large flounder taken Sunday morning in the vicinity of buoy 2, East Islip. They dug their own clams for bait and chum. Al noted that a couple of clammers have also reported picking a few flatties in the Heckscher area. Perch fishing in the Connetquot faded to nothing this week, but Bubbles and Rattlesnake Creek continue to produce good trout action. Many small fish, but still a good sprinkling of 12 to 18 inch trout among them. Fishing in the park remains good for most anglers. One who reported back told of taking three nice browns and a pair of healthy rainbows on a recent trip.

Captree docks should be bustling this weekend. At least half a dozen Captree open boats will begin the flounder chase on Saturday, March 1. Unknown to many anglers is the fact that some very fine action with big flounder takes place in early March every season. Though weather is a big factor, many anglers miss out on this fishing because they await the traditional St. Patrick's Day "opening." Among the boats slated to sail on Saturday are the **Captain Scotty 3, Miss Captree, Captree Queen II, Captain Rod** and the **Captain Joseph II.**

Speaking from **Augie's Tackle Shop** in Babylon, Tom Healey noted the first real signs of spring activity. In fact, as we spoke a pair of anglers were headed for a local ramp with their boat in tow ready to give the flounder a shot. He knew that a number of anglers would be making their first flounder trips for this coming weekend, weather permitting. Lou Tinto worked the warm water outflow of Lilco's Northport power plant on both Saturday and Sunday. He showed Tom a load of perch taken on Saturday and then told him that he caught and released 20 bass up to 26 inches on Sunday while the striped bass season remains closed, catch and release fishing is permissible. Bob Pracher used a hot pink Mister Twister tail on a tiny leadhead to take a 2 pound white perch from Mud Creek on Sunday. That was his only fish, though an impressive one. Also, Tom reminded that Augie's now has in stock copies of Tuna Mania available in VHS for $79.95. He tabbed it the most thorough how-to on giant tuna fishing to date.

Over at **Lindenhurst Bait and Tackle** Mike Andreani knew that a couple of clammers had been picking up to half a dozen flounder per day in-between their clamming chores. Most

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SPEEDY VII

EDELMAN'S FIELD TESTED

COD

5 A.M. SAT.& SUN.
6 A.M. WEEKDAYS

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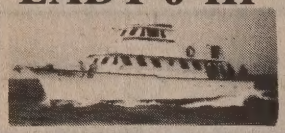
LADY J III



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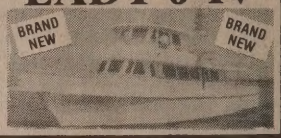

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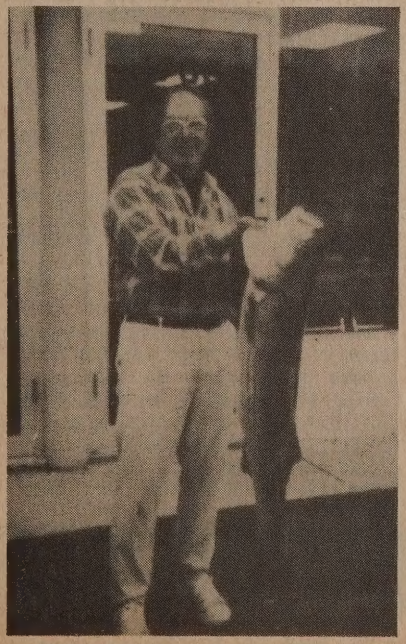
are working to the east of the Captree bridge. White perch fishing remains very poor locally, but still many good reports of trout filtering in from the Connetquot. Each week sees a fair number of 2 to 3 lb. fish taken from the tidal reaches as well as in the park. Best bet locally has been the pickerel action in Southards Pond where a good number of 18 to 24 inch fish are being taken on small minnow shaped swimmers and spinners.

West End REPORT

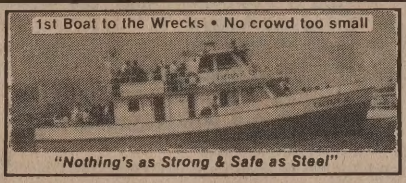
with Stu Miller

For the first time in your reporter's memory, while handling these writing chores, there has never been a week so totally lacking in fishing reports from either head boats, charter operations, private boat fishermen or those fishing from bridges, docks, piers, etc. We have word of one boat that sailed for cod on the weekend with about 17 fares and returned with the fish hold empty. Be advised that because of lack of customer turn-out, the boats were severely limited in their sailings this past week, the fish could very likely be milling around looking for food and baited hooks, and there was no one to feed them. So do not lose heart. This could, in fact, indicate more fish moving onto the



Sarkis Minasian hefts a 33½ lb. striper taken at West End II Jones Beach last fall. Photo courtesy of Garan's Sport Shop.

POINT LOOKOUT



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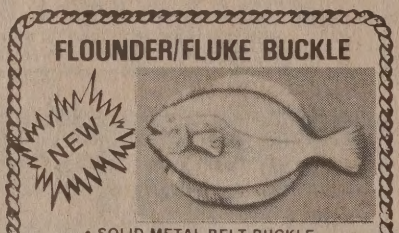

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NEW YORK BIGHT

Over in Sheepshead Bay the Wee Willie report out of **Mike's Tackle** told of blackfish slowing down somewhat but still being caught in good sizes over on the Jersey side. There were excellent catches of ling at mid-week which unfortunately slowed on the weekend.

We received a call from Captain Butch of the **Zephyr** who asked us to let you know that his first Navesink flounder trip of the season will kick off March 1st, 7AM. See ad for details.

HUMMINBIRD'S 1986 PRODUCT CATALOG

The Humminbird 1986 Product Catalog is now available, featuring the latest innovations in marine electronics and accessories. Designed for use as a trade and consumer piece, the 20 page, 4-color catalog contains complete product information and specifications for each unit.

With last year's introduction of the original LCR series, Humminbird bridged the gap between flashers and charts—and started an industry wide revolution by meeting the needs of boaters and anglers through advanced technology. This year, Humminbird makes charts obsolete with the new split screen LCR 8000 and LCR 8000D Deep Water. They do things charts can never do! The updated LCR 4000 and brand new LCR 4000D Deep Water are designed to capture the interest of serious depth sounder users across the country. By popular demand, Humminbird introduces an LCR Portable, when mounting an LCR isn't practical. Humminbird also introduces new accessories, like the High-Speed Transducer, the first transducer made especially for high speed running (now standard on this year's LCRs).

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The 1986 Product Catalog may be ordered, free of charge, from Techsonic Industries, Inc., One Humminbird Lane, Eufaula, AL 36027.

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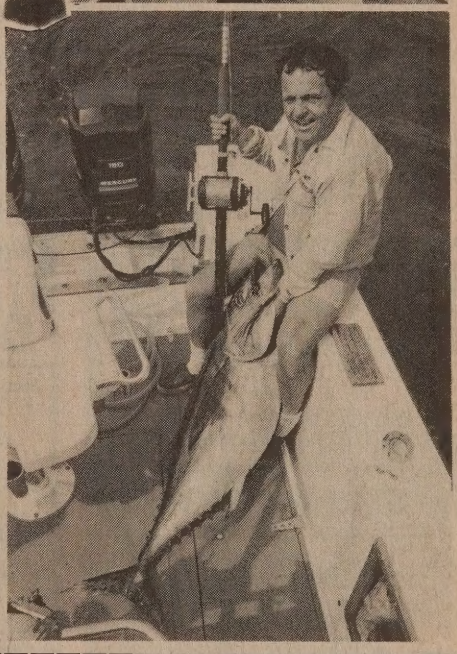

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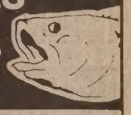

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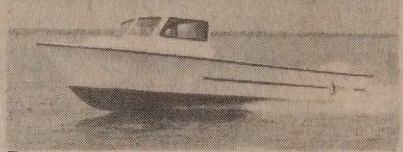

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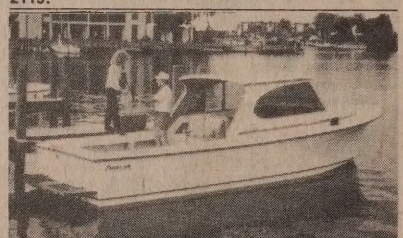
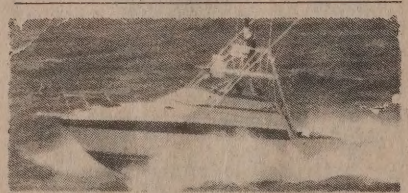
CUSTOMIZED MAKO 22 90 Mercs 1980, SS props, 600 hrs. Dual instruments, chart, VHF, Loran, electric tabs & winch, galv. trailer. Much more. Excl. $11,750. Days: 718-768-8700. Eves: 718-474-2119.

Evinrude 175 1985, new power head. Factory warranty. Extra long shaft, SS prop, new hood, gas tanks. $3500. Days: 718-768-8700. Eves: 718-474-2119.



SHAMROCK KEEL DRIVE I/Bs 17', 20' & 26'. Rampage Sportfisherman 24'-28'-31' I/B. SOUTH SHORE BOATS, 516-288-2400.



LUHRS 340—offers more standard features than any other Sportfisherman in her class, incl. the welded aluminum tower, compl. w/console. In stock along w/290 & 342. Also dealers for Sportcraft, Chris Craft, OMC Sea Drive; OMC Stern Drive; Johnson; Mercruiser. SPELLMAN'S MARINE, 1708 North Hwy, Southampton, NY 11968; 516-283-7907.

1983 15' SEASQUIRT, 1983 40 hp Suzuki, Hydraulic tilt. Fully rigged for fishing, custom trailer. Must see. Mint cond. $5500. After 4PM: 718-899-8046.

1985 JOHNSON Outboard engine 15 hp. Mint cond. Still under warranty. $1050. Eves: 212-885-1609.

1984 SHAMROCK 20' Pilot House, FWC. In water 1 season. Loaded. Bought larger boat. $14,500. 516-567-2973/2206.

1976 MERCURY O/B 50 hp. Runs & looks like new. $975. 669-6660.

WANTED: Outboard, 100-150 hp. Must be good runner. Prefer 6 cyl. Mercury. Jack: 516-757-7849.

1984 SPORTCRAFT 24' Walkaround Cuddy. New in '85. Used 1 season. 488 Mercruiser, FWC. Recorder VHF radio. Many extras. Yard maintained. Excl. cond. Asking $18,500. Days: 516-487-8282. Eves: 718-224-9567.

PRIVATEER
PORT OF EGYPT, Southold, 516-765-2445.

EVINRUDE 76 135 hp Power trim & tilt, controls, 2 props. Excl. cond. $1500 Negotiable. 516-673-8146

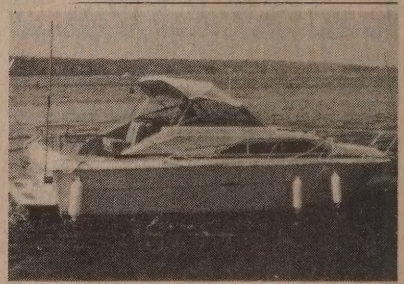
1978 FORMULA SF 26' 9½' beam. T/Mercs. I/O FWC, 1/2 tower, gin pole, Lee Sr. outriggers. Pompanette SF 80 chair. Auto anchor, custom electronics box, total fuel 210 gal. And over $60,000 spent to make this a Custom Canyon Runner. This boat is like new. JACK REGAN YACHT SALES at the Anchorage Marina, 516-957-3821. Asking $28,000.

23' LYMAN, elect. anchor, Chevy 6 225. Good boat. $2000. 516-569-2768 answerphone or after 6PM.

1981 PRIVATEER 24' Chesapeake cabin w/full canvas, 1985 175 hp Evinrude, VHF, CB, 2 bilge pumps. Dual batt. $16,500. 516-669-1824.

1982 Evinrude 235 extra long shaft, PT&T. Excl. cond. Will Demo. Asking $2895. 516-785-0909.

17' BOSTON WHALER Corsair 1983 115 hp Johnson T/T, 1985 Hilander trailer. Loaded w/ extras. Superb cond. A real fisherman's dream. $6600. 516-361-6899.



1982 SEA RAY 225 Express Cruiser. "Cream Puff.' Self-bailing cockpit. Stand-up head & full galley. Fishing & family boat. $18,900. Days: 516-271-3700. Nite & Wknd: 516-681-3069.

SEACRAFT 20' center console, 1984, 185 hp Evinrude O/B. T-top, leaning post, Loran, VHF, 6" recorder. Outriggers, SW washdown. Compl. equip. Good offshore rig. EZ Loader trailer. $15,000 Firm. 201-438-7576.

CHRIS CRAFT 27' Fiberglass F/B Sportfisherman, twin 250 hp Chryslers FWC. Bklyn. Days: 718-627-6930. Eves: 718-646-4763.

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1979 CRUISERS 25' Barnegat, 228 FWC Merc. Low hrs. 85% new 1984. Swim platform. Dual batt., auto bilge, VHF. Twin 50 gal. Porta Pottl, lg. storage bins. Excl. family fishing. $11,500. 516-599-4527.

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1982 G/W Bimini 22' cuddy, 200 hp, VHF, DF-$17,500

1975 G/W 204 Fisherman CC, 140 hp 1979-$6455

1973 G/W Stingray 16', 85 hp Merc. 1977-$3500.

USED PRIVATEER BOATS

1984 21' 6" CC, 125 hp Volvo I/O, VHF, DF, spray hood-$13,70

1984 21' 6" CC, 125 hp Volvo I/O, EMS chase boat-$11,995

1983 18' CC, 70 hp Johnson, VHF, DF. Excl. cond.-$7650

1984 18' Closed Bow 70 hp 1985. Navy top. Brown acrylic bowrail-$8450

OTHER USED BOATS

1981 Mako 20' w/1980 140 hp Evinrude P/T-$12,000.

1977 Eastward Ho sailboat 24', Volvo diesel-$24,500

1983 Glassport 17' B/R 140 Johnson 1984. Loaded-$10,995

1982 Renken 21' cuddy 140 OMC I/O-$8995

1982 Sportcraft 17' CC, 90 hp 1984-$7650

1974 Mako 19' CC, 115 Johnson 1980-$6950

1983 Renken 19' 90 hp Chrysler O/B. Clean-$6400

1981 Luger 21' Sailboat. 9.9 O/B, trailer-$6500

1968 Cruisers 15' B/R, 65 hp 1973 Very clean-$5995

1980 Galaxy 18' Mark IV, 120 hp Merc I/O-$5900

1966 Starcraft 18' 100 hp 1979 trailer. Excl.-$5900

1968 Customcraft 17' 60 hp Johnson 81. Loaded-$5900

1983 Dell Quay Dory 13' 83 35 hp Johnson. Canvas-$4300

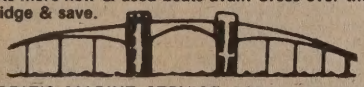
1974 Marquis 18' B/R, 140 Evin. 1977-$3995

1963 Fleetcraft 17½ 60 hp 1984-$3900

1965 Chris Craft 15' B/R, 40 hp 1974-$1895

1968 Chris Craft 22' Cutlass 250 hp I/B, 150 hrs-$2900

Lots more new & used boats avail. Cross over the bridge & save.



EDDIE'S MARINE SERVICE CORP., 210 Bch. 2nd St., Lawrence, NY 11691; 718-327-3168.

1981 28 Bertram FB, TMD 40
1969 31 Bertram, Sportfish
1966 31 Bertram Bahia Mar
1976 31 Bertram FB. Great shape
1962 31 Bertram Express Cruiser
1971 42 Hatteras 1981 VT903 Fish equip.
SEA JAC, 516-728-4220/6627.

19' MAKO. Compl. rigged. Custom console, electronics. Dual batt., new gas tank, outriggers. 1984 115 Chrysler w/warranty. EZ Load trailer. Excl. cond. $8700 takes all. Days: 212-975-2565. Eves: 516-536-8479.

29 TOPAZ 1985, twin Volvo TAMD40B diesels, FWC, AM/FM cassette stereo, batt. charger, bow pulpit, cabin fan, compass, Halon, Y-valve head w/shower, radio box, refrig., washdown, tower lights, T/T, tower w/controls, wipers, canvas encl., tower cover, custom tackle lockers/cabinet seats w/cushions, C-Master V, Horizon Int VHF, Lowrance X-16, Si-Tex T100 radar. Dytek temp, Lowrance 3200 digital, Epirb, Micron bottom paint. ATLANTIC SPORT FISHING, Pt. Pleasant, 201-899-1800.

BOSTON WHALER WANTED—17', any cond. with or without engine. Outrage any size, any year. Engine or not. Phone any time: 516-692-4352.

BLUE WATER FISHERMAN

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1985 SEA RAY 25' 5" Amberjack 10' beam, 330 hp Merc. I/O. 40 hrs. Has it all + electronics. Cost $39,000 tax not incl. Save $7000 Firm. 718-366-7191. Home: 516-233-8676.

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427 Mercruiser, FWC, 4 bolt mains, high performance block, rebuilt 200 hrs. $1127. Eves, Wknds: 516-248-8332.

'84 RENKEN, 19' 7" 900 Fish, 1.6 OMC Sea Drive, 115 hp, oil injected, PT&T. Dual batt, King 1022 digital chart recorder. Horizon VHF, 26 gal. fuel, canvas top & extras. Wide open fishing boat. $7500. Eves: 201-991-7650.

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WANTED: 21'-23' 1974 -80 Mako, Robalo, Blackfin, 150 hp +. Will pay fair price. 516-334-3453.

30' SPORTCRAFT, all fiberglass Flybridge Sportfisherman, twin 225 hp Chryslers, Paragon "V" drives w/281 reduction gears, large props 19x21. Cabin redone 1984, Furuno chart recorder, VHF, flasher, large fishwell. Full size outriggers, 150 gal. fuel. Extremely fast. Must sell immediately. $12,500 Negotiable. 516-435-1657.

1982 ZODIAC Mark I Inflatable, 1982 Johnson 9.9. Excl. cond. Hardly used. $1650. After 6PM: 516-277-8191.

1983 CRUISERS Sea Devil 25' 228 Mercruiser I/O. Loran, DF, VHF, sea temp, downriggers, canvas. Used 2 seasons. Excl. $23,000. H: 516-757-5653. B: 516-673-7292.

4 WINNS 1983 18' cuddy cabin, 120 hp Mercruiser I/O. Full canvas. Mint cond. $8900. Day: 718-837-5888. Eves: 718-253-8262.

1983 GRADY WHITE TOURNAMENT 24

Sea Drive 2.6, hyd. steering, SS prop & spare, 93 gal. gas tank, 50 gas tank/fuel filter, tach/Dytek temp, water pres. fuel & hour, T/T, auto. bilge pump, windshield wiper, USA Horizon & CB. Nelco Loran, Morrow recorder. Visa top canvas, 190 & qt. insulated boxes, 90 & 45 insulated boxes. Cockpit lights & deck light, 12 rod holders, 2 large storage compartments, 4 drawer tackle locker, washdown pump. Out/Downriggers, gin pole, swim platform, aux. motor bracket. Teak pulpit & good windlass. You checked the show price; now check this. It's all here. We want a bigger one! Best offer. Financing avail. 516-764-1257.

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1984 PRIVATEER 20' C.C. 1985 Evinrude 90 hp, V-4 w/3-yr. factory warranty. Nelco Loran, chart recorder, 55 chan. VHF. Fbigass fish box, rod holders in & out custom covers. Boat purch. new in '85. Very low hrs. New cond. $8500. 718-934-2684.

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1973 CHRIS CRAFT Catalina 28' Fiberglass hull w/classic wood topside, single 350. Large cabin & cockpit. 516-692-4352 Any Time.

WANTED: Johnson Evinrude Outboards. Any cond. Will pick up. Used parts avail. 516-981-6487.

1979 GRADY WHITE Sprint 17' 70 hp Evinrude. Trailer & full canvas. $3750. 718-225-4043.

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FOR SALE: Boston Whaler 1974 Classic 21' Outrage. Like new. 1984 Yamaha 115 hp. Warrantied. 6 hp Johnson, recorders. Trailer. Much more. $11,000. 516-261-2507/283-6620.

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1985 GRADY WHITE, twin 175 Evinrudes, hard top w/full canvas. Pompanette SF 80 fight chair, 18' Lee Jr outriggers, pulpit, dual batt., electric windlass, 4 flush rod holders, rocket launcher on hardtop, SW washdown, 7" remote spotlight. Spreader lights, radio box. Full instrumentation. Head, Furuno 2000 radar, micrologic 7500 Loran. Lowrance X16, Apeldo ADF, Icom M-80C. Must See. For price & info: 212-538-7402.

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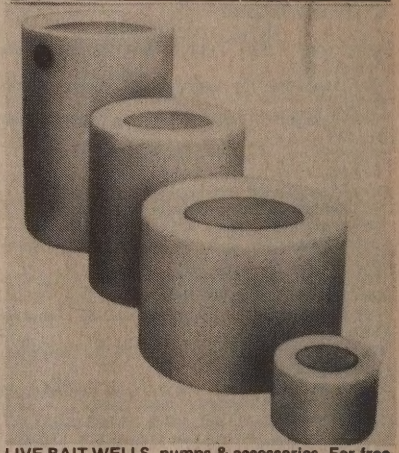

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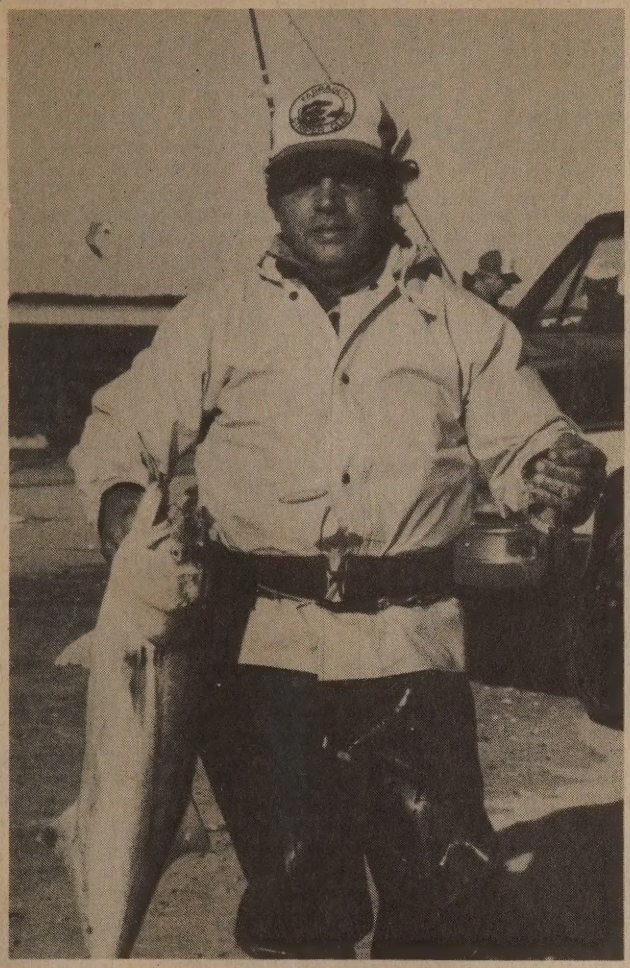

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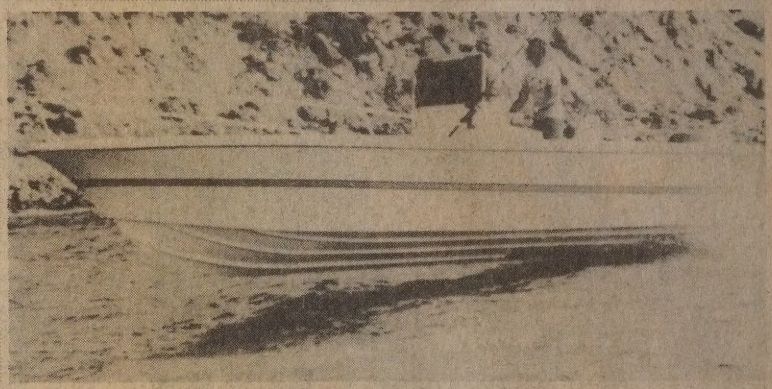

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